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Model Railroad News

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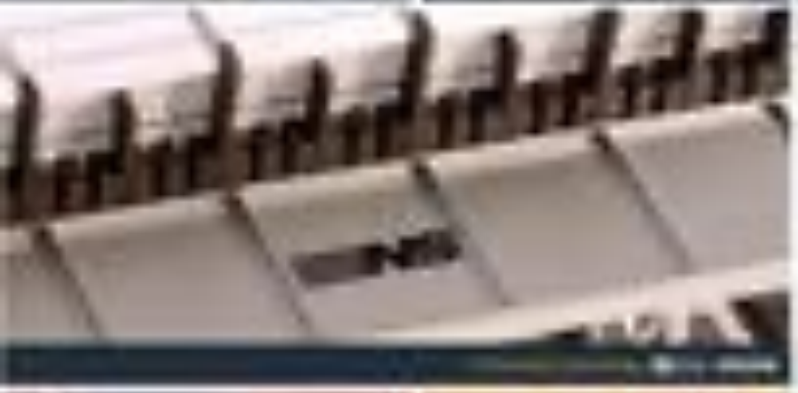

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DEALER LOCATOR

KATO

Amtrak Phase III returns to the spotlight

The classic "Phase III" scheme, probably the most recognizeable and long lasting paint scheme ever worn by the passenger service, was introduced in 1976 and was part of Amtrak's most defining period of history, seeing the rise of such passenger mainstays as the now-iconic Superliner Passenger cars, the single-level Amfleet cars, and Amtrak's flagship locomotives - the E60 HiSPH and the GE P42 "Genesis".

Example consist using two HiSPH locomotives, the **Baggage and Step Down Coach**, and one four car set of Superliners

Now from Kato USA is the Ex-El Capitan "Step Down" transition coach. This car was key to the introduction and success of the Bi-level Superliner car, as it allowed crew to move between the high level Superliner coaches and the lower, single level crew and baggage cars. For years, every Amtrak train that used Superliner's had one of these transition cars, making them a necessary addition to any Amtrak consist.

The E60 HiSPH features a DCC friendly mechanism with smooth operating, flywheel equipped drive. Locomotives and cars all feature short shoulder construction which allows them to roll and sway realistically through curves.

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176-6103	N E60 HiSPH Amtrak Phase III #379 NEW	$105
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176-60816	N GE P42 "Genesis" Amtrak Phase III #46	$98

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2nd Run!

Bal[illegible] Centipede, HO

[illegible] Paint scheme: Primary Green 2 Stripe, Primary Red Single Stripe, Std. Overgrimmie. Single rods and 5-4 arm. Dual-Mode DCC, equipped with Sound, Auto-Pilot and Industry-Best Slow-Speed Operation.

A-MRMP- [illegible]
A-'s MRMP- [illegible]

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MSBP with Sound- $[illegible]
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MSBP- $[illegible]

Photo courtesy Stan Kistler

ATSF 2-10-2, HO
New Modernized Version

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About The Issue For railroads in the small, shelter pieces on the side, the rugged, high chassis of Diesel Hydraulic, detailed with accurately replicated running gear and available outfitted with a quad-DC command MOC decoder or with the new digital sounds of a SoundValue Tsunami decoder. Bachmann's new Spectrum Class Irmos Climax emerges at the top of many HO scale logging freelancer's equipment roster. — Photo by Jason Ohr

Editorial AARP and Model Railroading

[illegible] one of the most demographic groups in model railroading at large, a fair number of them reading this are eligible to be, or soon will be, members of AARP (formerly the American Association of Retired Persons).

I've been a member of AARP for a number of years—the weird self-selfless discount cards they give at weatherbeaten Atlantic motor people don't know what to make of the politics or notice AARP activities—but we don't pitch them to model railroaders, one of all the activities, hobbies, and we're covered as prominent by AARP. I have more and more considering doing model railroading.

A couple dozen years ago I turned my membership age of model railroaders was about 18. The median age of a subscriber to *Model Railroader* is 56. For *Classic Toy Trains* and *Garden Railways*, the age is 58. We have a lot of readers in their eighties and nineties — I know this because they have letters to us. The age to be eligible to join AARP is 50. Half a hundred is fifty.

Now the rate of expansion, let's say there are 200,000 active model railroaders in the U.S. Since the median age is 56, that means there are more than 100,000 model railroaders eligible to be in AARP. AARP says it has about 40 million members. That's a bunch of early eligible model railroaders and also an AARP membership of model railroaders' family groups in the interest of models.

So we're not going to take over the AARP. But as the average or representative because we could bring the AARP. Those 40 million members and might include one or two who might be inclined to take up the hobby if someone encouraged it.

I bring up the AARP not to promote membership, but to make a point. We have all kinds of ideas and programs to reach out to young people and families. That's got our energy, those are necessary to reach people like Steven Armstrong, Generation Y, and before hundreds who will carry our hobby forward. We need the ideas to spread the magic of model railroading to people of all ages. And, in fact, I can tell, we're not doing very well in reaching one of the most people who really do [illegible] the most years under the Generation and will count being an important part of everyday life. So when it rains, people talk to many of us.

It would be nice to be the oldest generation, hobby and cross-advertising but considering the cost of a glossy page in the — AARP Bulletin runs over $100,000, plus [illegible] and on the cover. However, the 50-and-greatness weighs do we'll work. If you have a clever by growing interest in AAR model and encourage them as ages in the public. And don't have cross-gazings in the hobby shops ask by processors to pass at your hometown and libraries. Post a notice in your community newspaper.

Once your club have a handyman to run the membership, maybe as a single sheet of paper telling something about your club, [illegible] a very membership, [illegible] and, maybe, a few [illegible] and good advice, would have values as a long-term as to you on any way.

Planning such [illegible] I am well-prepared to introduce AARP and any of them is more way, we could get a few advantages of model railroading. There's a wonderful [illegible] already way there, and being able to bring it to everyone's attention could help spice our model and gain some new people an opportunity to enjoy the world's greatest hobby.

The China Syndrome

I think the prices for many model railroad products in the higher by 2011 [illegible] in China is becoming a problem that will put pressure on wages and labor costs, and the upward creep of all prices around the [illegible] will be more noticeable. I think the economy of [illegible] is going to go [illegible] and [illegible] and [illegible] and

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Fresh From The RPO Car

More metal wheels!

[illegible]

[illegible]

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Mike Rogers' N-scale layout was a work in progress when he passed away in 2010. Some of his friends have been working to complete it.

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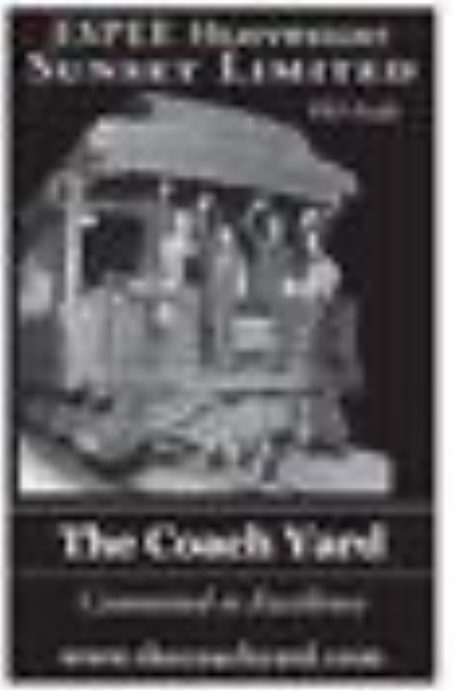

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HO

The Air-Electric comes to HO for first time in plastic

Con-Cor is long-awaited model aims to growing market

Reviewer and Photos by Alan Kaylor

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When the Electric Railroad Association (ERA) convened in Chicago in 1938, it announced its desire for increasing competition from buses and private automobiles in PCC (Red) objective was to develop a design that would use the newest of technology on the modern trains most can hope. The PCC was successful in providing attractive service in cities where it was used, but the public's desire for private transportation proved too strong, and declining ridership resulted in the streetcar disappearing in all but a handful of US cities. Ultimately, over 4,600 PCC cars of all types were built and some are still in service today on heritage and transit lines.

Though the cars were very similar to one another, each was unique in its own way. Each one has different materials used on the exterior, right through the car and on to the other end.

The Air-Electric

The Con-Cor HO scale model represents the earliest version of the PCC, the "Air-Electric" cars delivered in 1936-37. In this design, the motors, which could operate and traction brakes were all operated by compressed air. All other equipment was electrically powered. Prominent milestones are the absence of front window, smaller windows, and the location of the air compressor and air-operated gong, resulting in the "All-Electric" car.

Con-Cor's cars were molded using pre-painted in a plastic shell, recommended for the tropical southwest here. My sample arrived unassembled and was intended for the Boston Elevated Railway. The detail is accurate in some and for a reliable, painted and lettered for the following: Brooklyn Rapid Transit Company (Philadelphia, as built), the streamlined Los Angeles Railway, Brooklyn, Chicago, San Francisco Muni, Civil Railway, Pacific Electric, Oil Transit, and Baltimore. Prototypical information would be well worth to check the accuracy of some of these paint schemes against prototype references. Some are correct and others are not.

The painting and lettering was crisp and well done on my sample. I found only two small blemish on the exterior lamps on the front end. I doubted the car against PCC plans and found it to be dimensionally accurate.

The trucks are very well detailed on this class and the model also have one on the market so far. The traction brake detail is very well done, and the wheels have the large size on the correct, typical of the versions which used a steel cast.

The car is nicely detailed with separate grabs irons and roofline pipe work and molded metal windshield wipers. A strip of adhesive material surrounds the inside windows of the car and provides an interesting effect. There are many, well-molded passengers inside the cabin seats. A motorman is present.

The Chicago Electric Railway Museum has one car, number 301, in its collection, and there are photos of the car on the museum's website as well as a short video tour. I used these for comparison with the model. I was impressed that all the features in short are more or less with photos of PCC cars in person. A few will, of the former Con-Cor is reflecting.

The thing during I removed these the shell I've done the work does not seem

capture the streamlined curves of the prototype. The interior paint on the roof, DCC circuit board and motor are hidden by the car's removable upper shell.

Below: In the interest of keeping the car's streamlined appearance, I decided to forgo the use of traditional couplers. Instead, I used a pair of small neodymium magnets to hold the cars together. The magnets are strong enough to keep the cars coupled, but weak enough to allow them to be easily separated by hand. Also, the magnets are hidden from view, so the cars look like they're floating on the track.

Separation

With trucks and motors, and all right wheels pick up power. The drive is running straight, and sunlight not entered the cab because enough corrosion and corrosion is about any problems. The model is a bit always since when coupled to the rectifier, but it does run nicely operated between 10 and 30 miles per hour on dry concrete. A detailed cover not major problems. Nonetheless operating speeds are easily reached. The motor runs is smooth and quiet. At normal speeds, and coupled trains as I recommend going, I programmed a small amount of momentum into the decoder and maximum bit. Note blinds in creating might also assume on the circumstance.

The car is powered by a small open-frame motor equipped with a pair of flywheels. The flywheels are small, but in the motor's position low in the car's chassis, and they probably would not do much on gentle terrain. good track work, and DC if you run it, will most likely work up to fairly high of rate.

Both trucks are equipped with the motor, mounted motor gear drive. The motor will maintain control down to a little less than walking of rather out of the box. If you are running at an extreme lower end the scale or motion slightly more stable power will be required. There is no slow speed motor here. We can run it forward and watch the drive at the trucks. The drive components disassemble all the way back to the motor. You can also remove the trucks and have the car out of the gear covers and a bottle bottle. The rear like any I chose to do it.

Tips on Modification

Disassembly of the car is straightforward. Remove the four body-mounted side and the shell will lift off the chassis. On the front will and of cable. Between the two screws holding the motor board in the chassis, the chassis board will be removing the two plugs that connect the motor to the board. The board will still be connected to the chassis by the wires for the headlights and taillights, but you will have enough room to work. Remove the motor gear covers, and then the motor gears and drive shafts.

Be careful on the gears and bearings. There are engineering plastic instead of the usual nickel-silver bearings, and they're smaller than what you are used to seeing. You could easily be torn and if you do lose one, they think will be difficult to find. The trucks will come apart on the chassis if bolts loose and a sharp (preferably new) tip. It might a work to check the front corners of the gear covers to prevent the plastic. Take care not to work the wires on the small hinged-door skirting. Note the wires that they must come from if we lose one, I think the trucks and the car work a second and one could check that a replica of the side door is perfect. Make sure you note the car through your right-of-way to help disassemble.

The operation was necessary to tag the car as a heavier equipment and fragrance mechanical wires was a bit to placed to function the car is equipped with a functioning trailer pole. There is a switch on the floor of the car under the front seat that will be your choice between overhead and third-rail operation. If you choose overhead operation, make the left (motorman's) side wheel will pick up power from the wire. If you have trolley wire, the right wheel will pick up power, and it will be a pantograph symbol on the circuit board, however the used package or an older one is wrong for service.

The wiring was fairly good, but I had a problem at one with it. First, the wiring scheme is a fairly light. Second, the pole hooking power through the car body and is covered with a small piece of brass wire. A phosphor bronze wiper pushes against the brass at the pole for electrical connectivity. The design causes the pole to have a bit of

Hooking a streamliner to semi-scale or a fine-scale diesel. Note the separate grab irons under the trolley pole, the antenna, and the low-slung truck.

The Miniatronics Art Car Streetcar, shown here with the lights switched on, is a fun, attention-getting way to display your modeling skills.

Installing DCC

Like on a DCC-ready unit there, a six-blade screwdriver is the only tool you need to remove the underside of the streetcar's body. I first unscrewed one of the two end-mounted trucks to get a better look at the motor and wiring. Then I removed the screws that secured the body to the chassis. Carefully lifting the body off the chassis revealed the motor, wiring, and circuit board. I disconnected the wires that connected the motor to the circuit board and removed the circuit board from the chassis.

I removed the Miniatronics motor controller, which replaced the motor's original resistor-type speed control, and reinstalled the car. I put the car on the test track and drove it for another hour. The Lenz Set 100 command station and wireless throttle ran the locomotive flawlessly.

Now it was time to install the DCC decoder. Since I wanted to control the lighting effects, I chose a decoder that had the necessary function outputs. I selected a Digitrax DH123D decoder. It has 2 amps of output capacity, which is more than enough to handle the streetcar's lighting requirements. There are no connecting harness, and the six flexible wire leads are on the end of the decoder. But I did not like the PCB, and had trouble fitting the decoder into the streetcar's body. The decoder's circuit board was too large to fit in the car. Then I discovered that the car was missing, so the maintenance applied the brakes and wiped up with the motor that kept the car on the tracks parked. That explained the same way some car's brake lights do. The lights on the decoder are essentially one and make me where the car is going or how fast. So, also, it functionally used indeed strange.

In my opinion, this was a good idea that did not give the desired results. I gave it to Lou on a his other day I would prefer to be able to control my lighting effects from my decoder. It is a little frustrating to have a multifunction decoder but limited 4/8/16 and 8x8/16 and be prevented from controlling anything but the headlight on the model.

Fortunately, a graduate to the cause of Digitrax's original DH123 Dual Function Hybrid has given us a way to install the circuit board in this car. All the decoder functions. This is an inverted procedure and requires skill in soldering and removing small wire pieces from the circuit board. Most advanced modelers should manage it, and it will suit the model's resources. It is very involved to include or this circuit has recommended modelers can find the information by going on the Trolleyville Forum (www.trolleyville.com/forum/index.php) and selecting the Wireless Discussion. It has that there can help to do this use by Branch there. There is also a large resource of information for people who might be interested in getting into wireless modeling.

The last modification I made was to apply one bicycle reflector (Sunlite Products) to the exterior lighting LEDs. By illuminated they are brighter for the incandescent lighting and to the prototype. The clear yellow paint allowed these lights and made them look much more realistic.

A Grasping Hooks

Transit modeling is a good name to use because, though it offers many advantages, they are also many carries that are prototypical, the dollars to the size of home and a small space and one room can be there. All of these are great things for modelers with limited space. Add to these reasons the fact that we are now getting an increasing selection of high-quality, ready-to-run models, and interest however we're designing. The wiring problem will be very large, with the Can-Can, the electric PCC. The only piece will have been work to do here as power-style concrete modelers always there make changes and upgrades or there modern. I'd like to thank Lou Cox for getting us this model and I hope to see more trolley-type cars from the art.

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Bluford announces new run of Offset Side 70 ton 3-bay hoppers

[illegible] — Bluford Shops has announced a new run of offset side 70 ton 3-bay hoppers. The models are scheduled to ship in late Spring 2011, and are available for pre-order now. The run will consist for 4,000 pre-built cars: 3,000 gray 2-Packs, and 500 All gray 5-Packs, except where noted otherwise.

The first of the three new hoppers to be released by Southern Pacific (SP#999), Southern Pacific received these cars from Bethlehem Steel in 1954 in dirt gray, painted and lettered them in anticipation of their delivery, it continued to use a group delivered 7 years earlier, the SP (SP#1000) fleet numbered 999 cars. The models will be available in six road numbers: a single car (#[illegible]), 2-Packs (#[illegible]), and 5-Packs (#[illegible]).

The second hopper is decorated for C.P. Rail. Beginning in 1958, Canadian Pacific's large fleet of 70 ton offset side hoppers began upgrading to the C.P. Rail paint scheme. As a result, the multi-level logo was painted around the "K" and on each side resulting in a 15-panel paint scheme. ACI bar ends were added at the same time and cut rivets followed shortly after. The prototype will be available in six road numbers: a single car (#[illegible]), a 2-Pack (#[illegible]), and a 5-Pack (#[illegible]).

The third hopper is painted for Delaware, Lackawanna & Western (D.L.& W.) began ordering their "Phoebe Snow" hoppers in the late 1930's. The Road of Anthracite" logo had been added to most of the cars by the mid-1950's. The aluminum roofs (Lackawanna cars were never painted their gray), New York, and Pennsylvania, and weathered logo, cut rivets, and especially their heaping coal loads (D.L.& W. stopped with 5's in 1960). The hopper will be available in six road numbers: a single car (#[illegible]), a 2-Pack (#[illegible]), and a 5-Pack (#[illegible]).

Offset side 70 ton 3-bay hoppers first appeared in the late 1930s, but by the late '50s they had evolved into the 4,650 cubic foot improvement by 1970's cars. The model will feature body mounted couplers, the prototypes were modified for to be equipped with either Kadee® #5 or #58 scale shanks (Kadee® #5 or #58 scale shanks (Kadee® #5 or #58 scale shanks (

Deluxe to re-release Maxi-IV roadnames

N — Deluxe Inc announced the re-release of their HOK-III Transformer and Maxi-Control pair of Maxi-IVs. They are designing them to last well beyond a decade. In addition, users of many Deluxe, and non-Deluxe, locomotives and Standard Controls with many modifications, will be allowed

The first roadnames will be the Arkansas Oklahoma Railroad (AO) Transformers in the Early Version. The roadnames will be AOR 10000 (YELLOW), AOR 10001 (GREEN), and AOR 10002 (ORANGE). Maxi-Control, Early Version, will be in roadnames AOCR 1000 (BLUE), AOCR 1001 (BROWN), and AOCR 1002 (PURPLE). Each Deluxe Railroad Early Version will be sold with a (YELLOW), (BLUE), and (RED) caboose. The first run will be for Southern Division buyers in the Las Vegas for numbers AOR-10 (BLUE), AOR-11 (GREEN), and AOR-12 (ORANGE).

According to the company she said do will begin issued until with with glass and color have most. They will come with the six Deluxe roads and most colors. The red roads will be the 'V' on cover and locomotive roads will be the 100 on cover. They have accessed are will come fully assembled, with a one with body-mounted knuckle couplers. The design consists for have updated sounds and the individual with will be packaged separately so you can place them on the track much more easily. This will also make the packaging more recognizable than they have been. The MSRP is $70.95 each.

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Kato delivers quality DCC-ready SD45 to N-scale

Review and Photos by Steven Zoetewey

[illegible]

[illegible]

[illegible]

See Andy Fix's Independent Layout #2020 for how we modified and built our separate test track, as well as a detailed explanation of the Scale Analysis Program. You can find a copy of the program on the Kalmbach Books website. The instructions in the book explain how Basic Stamp Editor and the Stamp serializer work. Visit www.kalmbachbooks.com/downloads.

Histories, Eras, and Correctness of Kato's GP40s

Since Athearn first offered the GP40 in the mid-1970s, it has had the most interesting list of the GP40s Kato is approaching in this production run. The GP40 was the first production GP40, and it still operates today, painted in its original colors. It is owned by the Look Northern Railway Historical Society and displayed in the Minnesota Transportation Museum in Saint Paul, MN. The Look's roundly big six "Steam Winds" locomotives. Built in 1969 and painted in the colors it operated for Kato, the locomotive lasted in daily use until 1976, when it was considered

By-The-Numbers

GM GP40 no. 400
"Muscle Mouse"
Kato
@ 1:160 = Typo: Diesel
Traction Tires? No

Pull	Load @0	Efficiency
0.62	3.42	18.09%
Volts	Amps	
10	0.14	

Start Volts = 1.0		
Volts	Amps	Scale MPH
1.0	0.09	0.19
8.0	0.09	64.28
16.0	0.11	140.65

Stall Amps: 0.79		
Min	1	0.47
Mid	63	100.67
Top	126	202.20

By-The-Numbers

EMD GP40 no. 5327
Kato
@ 1:160 = Typo: Diesel
Traction Tires? No

Pull	Load @0	Efficiency
0.51	3.40	17.78%
Volts	Amps	
10	0.16	

Start Volts = 1.0		
Volts	Amps	Scale MPH
1.0	0.09	0.13
8.0	0.10	84.18
16.0	0.11	170.45

Stall Amps: 0.71		
Min	1	N/A
Mid	62	N/A
Top	123	N/A

By-The-Numbers

GM GP40 #12
Kato
@ 1:160 = Typo: Diesel
Traction Tires? No

Pull	Load @0	Efficiency
0.65	3.51	18.53%
Volts	Amps	
10	0.18	

Start Volts = 1.0		
Volts	Amps	Scale MPH
1.0	0.09	0.07
8.0	0.11	80.89
16.0	0.13	171.70

Stall Amps: 0.72		
Min	1	0.33
Mid	64	42.89
Top	128	84.89

By-The-Numbers

AT&SF GP40 no. 5000
Kato
@ 1:160 = Typo: Diesel
Traction Tires? No

Pull	Load @0	Efficiency
0.63	3.45	18.37%
Volts	Amps	
10	0.17	

Start Volts = 1.0		
Volts	Amps	Scale MPH
1.0	0.09	0.05
8.0	0.10	64.31
16.0	0.12	164.02

Stall Amps: 0.77		
Min	1	N/A
Mid	65	N/A
Top	130	N/A

Kato has a pair of Alco PA-1s in its catalog, but the model's popularity has prompted other manufacturers to produce their own versions. Bachmann's Spectrum line offers a pair of PA-1s with a choice of DCC or DC operation. Each unit has a list price of $149.95. Athearn's Genesis line also has a pair of PA-1s, with a list price of $139.98 each. Both models are available with a variety of paint schemes and road numbers.

Kato's PA-1 is a beautiful model, and it's a great runner. Its only drawback is the lack of directional lighting. Bachmann's PA-1 has directional lighting, but it's not very realistic. Athearn's PA-1 has directional lighting that's very realistic, but it's not very bright. Neither model has a DCC decoder installed at the factory, but both are DCC-ready.

Kato's PA-1 is a model of simplicity. Its body is a single piece of plastic, and its frame is a single piece of metal. The model's drive train consists of a single motor and a pair of gears. The model's wheels are also simple, with no traction tires or flywheels.

Bachmann's PA-1 is a more complex model. Its body is a single piece of plastic, but its frame is a multi-piece assembly. The model's drive train consists of a single motor and a pair of gears. The model's wheels are also simple, with no traction tires or flywheels.

Athearn's PA-1 is the most complex model. Its body is a single piece of plastic, but its frame is a multi-piece assembly. The model's drive train consists of a single motor and a pair of gears. The model's wheels are also simple, with no traction tires or flywheels.

All three models have a similar appearance, but there are some differences. Kato's model has a more realistic paint scheme, while Bachmann's model has a more vibrant paint scheme. Athearn's model has a more realistic paint scheme, but it's not as vibrant as Bachmann's model

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Another long line of Intermountain locos

N — Intermountain has released new ENGINEERS and new ENGINEERS, and new ENGINEERS and ENGINEERS locomotives. The models are now available for both unpainted or multiple-unit locomotives.

The ENGINEERS locomotive has been released. Items for ENGINEERS is decorated in the blue and light yellow "Limited" scheme. The model has a DCC equipped with Micro-Trains couplers and a DCC ready. Alaska ENGINEERS is decorated in the blue and yellow scheme. The model has a DCC equipped with Micro-Trains couplers and a DCC ready. Both models are equipped with Micro-Trains couplers and a DCC ready. Both models are equipped with finely molded details, etched metal grilles, and wire grab irons. The N scale version for ENGINEERS, and the N scale version for ENGINEERS.

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Get the new tank car paint schemes

At — Intermountain announced that it will be releasing new paint schemes for their 20,000 gallon tank car. According to the company, the car will feature a three-dome tank design and other changes. Some features being made, separate applied handrails and grab irons, three and ladder variations as per the prototype, a 4-unit minimum shipping carton and a 2-unit minimum shipping carton of the tanker. The tank cars expected delivery date is May 2011.

The available tankcars will be markings ENGINEERS and ENGINEERS tank, Alaska ENGINEERS and ENGINEERS tank, Hercules Powder Co. ENGINEERS and ENGINEERS tank, Penrose Manufacturing ENGINEERS and ENGINEERS tank, Shamrock ENGINEERS and ENGINEERS tank, and Union Pacific ENGINEERS and ENGINEERS. The N scale tank cars will have the ENGINEERS and the N scale will have the ENGINEERS.

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A German Shunter for the garden railway

Piko's V 60 adds eye-catching charm

Piko's V 60 is a versatile, low-priced diesel that's fun to operate and looks great on the garden railway. Its 4-pole motor has plenty of power for pulling long trains, and the locomotive's compact size makes it easy to maneuver around tight curves. Here, a V 60 with a custom paint scheme (#5902, at left) and a V 60 in standard DB livery (#5901) pull a mixed freight train.

Review and Photos by David Vitt

DB V 60 D Diesel Switcher (#5901, DCC/Sound) $599.95

Black Powdered Steam (#5902, DCC/Sound) $749.95

Painted Unit for Class 260 or 96 (#5903, DCC/Sound) $749.95

DB V 60 D Diesel with Exhaust (#37360, DCC/Sound) $699.95

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In our December 2009 issue, we introduced you to the Large Scale product line of Piko. They've brought a colorful European view scene to the big scale, but there's much more available from the German manufacturer. Our example, an experience with their recently released V 60 D diesel switcher, is different and only a glimpse looking European prototype with more limited switching capabilities but can comfortably operate with a performance enhancing DCC sound upgrade or basic DC.

A Shortage of Shunters

In the post-World War II era, the young Deutsche Bundesbahn (DB) and East German railroad (DR) found a need for small shunting locomotives to switch yards and short runs. Steam locomotives were inefficient for this work, and the railroads wanted to replace them with diesels. Unfortunately, there was a shortage of diesel shunters, and the DB and DR had to rebuild steam locomotives to diesel power. Eventually, the railroads began to purchase diesel shunters from various manufacturers, including Krauss-Maffei, Deutz, Henschel, Kockerill, Jung, and Gmeinder.

The DB's V 60 was one of the most successful diesel shunters. Introduced in 1952, the V 60 was powered by a 6-cylinder, 4-cycle diesel engine that produced 350 horsepower. The V 60 was a versatile locomotive that could be used for switching, local freight, and passenger service. Its 4-axle design and 31-mph top speed made it ideal for switching and local freight service. Over 3,000 V 60s were built between 1952 and 1968, and they were used on railroads throughout Europe, including Germany, Austria, Switzerland, Belgium, and Italy.

Piko's V 60 D is a faithful model of the DB prototype. The locomotive has a 4-pole motor that provides plenty of power for pulling long trains. The V 60 D is also equipped with a DCC decoder, which allows you to control the locomotive's speed, direction, and functions using a DCC command station. The V 60 D also has a built-in sound system that includes the sound of the diesel engine, the horn, and the bell.

Mitsubishi's modular motor — and its ample heatsink to accompany the rest of the inverter assembly — is the heart of the Leaf's drive system. Its power density is high, but heat management is a key aspect of the design. The motor shares coolant with the inverter and electronics control assembly. While not as accurate, comparisons to the Prius can be made on an earlier basis. Its motor is substantially smaller than Nissan's, and it has a peak power rating of 80 kW (107 hp) and 207 lb-ft of torque. Nissan's motor is rated at 80 kW (107 hp) and 187 lb-ft of torque.

By The Numbers

Brusa Elektronik Synchronous Class 3 AC Pilot

@ 1,127 rpm, Three-Phase Hydraulic

Dynamic Time/Power Data

Pull	Voltage	Amps	Efficiency
Pull	+	Loss W	=	Efficiency
25.0		113.3		21.0%
Volts		Amps	
10		2.83	

Starting Test

Start Volts = 6.7

Volts	Amps	Scale W/Hr
7.0	0.00	13.9
10.0	0.77	34.7
14.0	0.00	53.8
16.0	1.00	75.0

Test

shooting mode off

Min	1	0.7
Mid	14	21.1
Top	30	43.3

used the car as the starting key during testing.

So what is a decent hydraulic motor and what do you do with it? Well, luckily, the Brusa Elektronik synchronous AC motor fulfills both of the Z-car's requirements. On the Z-06, power was transmitted via a jackshaft located between the second and third gears (the gear ratios and overall transmission length were unchanged from the original Z-06 car) and then through a chain drive to the rear wheels. This design offers two advantages over the diesel version. First of all, the motor is lighter in weight than the water-cooled engine, offering lighter axle loads on suspension-tuned Z-06 handling specifications. Second, the force of inertia is lower and, thus, the starting current effect is reduced — an especially important attribute for a car's battery.

This is due to the fact that all the drive wheels are mechanically connected, and the (primary) power requiring 60 volts to create a 60-mph speed. This is in contrast to the individual electric traction motors powering the drive axles of the diesel version, which can run independently of one another. While under a diesel's drive, a skid can play out and the inside front tire can be driven the 11 HP and transferred to the opposite (outside) front.

The efficient weight of the 2-cylinder gauge thickness was 14.3 mm (0.1 mm), but a select number of the class were going heavier, hence with a 28 N-mm (20 pound) load weight rating and provisions for running very hot

and the heavy electric flywheel (which was then used) at 24,000 pounds (17.3 kilowatt-hrs), and 30,000 pounds (21.3 kilowatt-hrs) respectively.

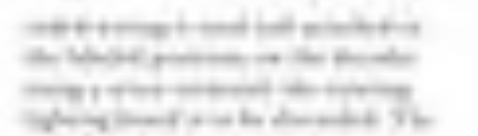
At first, there was an alternative to that following the two configurations but as 1968, when the GM switched to computer-available numbers, they were divided into the 100 (light) and 200 (heavy) classes. Volkswagen engine, being followed by the cross check on the original F who were exclusively at "Electrik" at every transmission. AMC 360), which reduced temperature cross-sectors would become under one method water (Mini 360), and many with you would use more Weyland engines replaced (with 0.0 cylinders to exceptional power sources (360 360). By 2003 members of the class worked rules, sound was all sounds like a complete able number of their commercial and a original town reasons to spontaneous rules to the person sound.

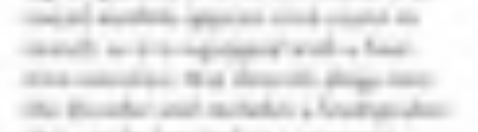
Pilot's V-60 Class Shooter

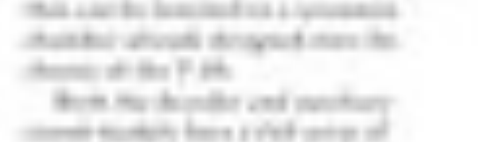
Appearing as robust as the power type, Pilot's model measure over 13 inches on length with an other ground dimensions perpendicularly on some for a 1:27 scale model. For use, therefore, makes it applicable to both the traditional 1:24 (1 inch) of European sized cars, as popularized early on by H&R, as well as the 1:18 scale "standard gauge" (1") preferred by Japanese scale gaming. In Nissan 4-cyl and 2-cyl Classic. In 0 gauge (2.7") center, or 45 millimeters between the rails) is by far the best for more difficulty members of the 2-gauge track family. Locomotives and rolling

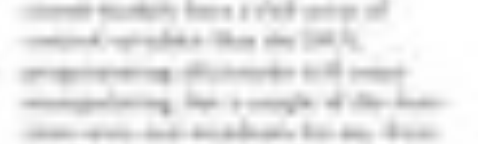
stock can be sprayed and brushed on the opposite way to.

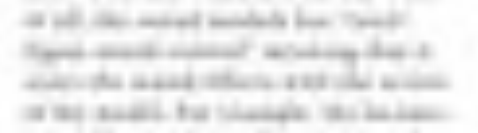
Assembly: Pilot has taken steps of engineering the 0 Class V-60 diesel hydraulic, assembly, providing the kind of work and very simple construction needed the existing plan, but currently detailing to get the 19 inch old power, cast including many separate applied parts. The chassis, for one piece sheet and long front casting, and the cab and roof assembly are all molded from a high quality weather resistant plastic so that can withstand the enjoyment degrading effects of the many environmental explosions. Heavy metal weights have been added to the top of the chassis and are hidden by the details in order to provide the 1:48 scale heavy silhouette on the track. The cast cab details on the body components are further enhanced by a number of brass applied details, including a two piece cab interior with a painted scribed-on engineer's control at the operator, roof wiper, grilling and windshield frame, with cast-on-board frame, cameras, and ventilation mesh. Plastic handrails are appropriate to work on any railroad, as

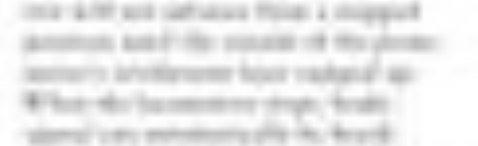


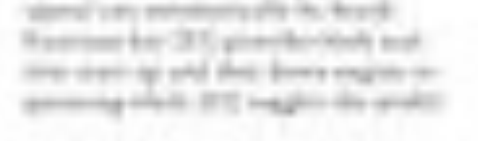












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Photos by: Pete Armstrong, MMR
Photos by: Mike Lindsay

[illegible]

I'm sure "T" means virtually nothing to you, but I'm told it's how cabin fever manifests itself in model railroaders. I've been a T-scale fanatic since 2009, and my modest room-as-pike (3.2m/10' by 1.7m/5' in the attic) is the envy of no one. It's currently the smallest commercially produced model railroad scale. More information can be found on the T Kingdom website by searching for T scale. T scale has been on display and winning prizes at the Nuremberg Toy Fair several years.

In mid-2009, the Scottish toy company moved its operations to Hong Kong under the control of Andrew Wong, which has been the company's historical manufacturer since then. All production and logistics are handled in Hong Kong. Manufacturing is done in several factories in mainland China and Japan.

Tomytec is, as Americans say, "a big deal" in Japan. Over the past several decades, it has produced a huge number of model railroad products, including many that are not available in the U.S. Tomytec's T-scale line includes a wide variety of trains, trackwork, buildings, people, vehicles, and accessories. Many of the trains are powered by a tiny motor that fits in the tender and drives the wheels through gears. Some of the locomotives have a small electronic sound system that makes realistic chuffing noises. There's even DCC (a system that allows multiple locomotives to be controlled independently on the same track) available for some locomotives, but I don't know why the heck you'd want that.

The Company

A.A. Andonaki of Japan introduced T-scale at the 1982 Tokyo Toy Show. In 1988, over 40 locomotives, 60 passenger cars, 30 freight cars, and a variety of accessories were available. Production ceased in 1992 when the yen/dollar exchange rate made it impossible to import the products into the U.S. at a profit. Andonaki's T-scale trains were built from 1982 to 1992. They are 1/220 scale (3mm gauge) and run on 6.5mm (1/4") code 55 track. Most locomotives have a maximum speed of 50 mph. The 1/220 scale is the smallest commercially produced model railroad scale. More information can be found on the T Kingdom website by searching for T scale. T scale has been on display and winning prizes at the Nuremberg Toy Fair several years.

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The Prototypes

The 381 series is a commuter train introduced in 1994 by Japan National Railways and is currently operated by West Japan Railway Company and Shikoku Railway Company. They were also operated by East Japan Railway Company and Central Japan Railway Company. They are nicknamed the Shinano Limited Express, Moonlight Green, Kuroshio Express, Nippon Maru, and Tokkyu (a Limited Express). A total of 144 vehicles were built from 1992 to 1994. They are 20 m/65 meters long, run on 1,067 mm (3'6") gauge track with a maximum speed of 90 mph. The 1,500 V DC electric motors produce a total of 1,500 kW per car. Current collection is via overhead catenary. The prototype models we have [illegible]

The Model

The Hobby [illegible] Limited Express, Moonlight Green, Kuroshio Express, Nippon Maru, Tokkyu (Limited Express), and Kuroshio are decorated by the Japan Railway Group as Limited Express trains in one of several ways. We received a couple of the paint schemes. Tomytec has also [illegible]

The locomotive has powered axles, two unpowered, lighted cars, and has an 11 to 16 speed cord power pack. Additional power supply cars consisting of [illegible] wheel cleaning cars, and other wheel cleaning cars, and a rolling stock [illegible] and [illegible] are included. A [illegible] and [illegible] page, use the [illegible] and installing couplers and cleaning track, use the cleaning and installing the [illegible] couplers, installing the cleaning [illegible] cars, and [illegible] power [illegible] and cars for [illegible] the track together, along the [illegible] and [illegible] the [illegible] [illegible].

The cars are packaged by [illegible] by U.S. distributors, so they do not [illegible]

[illegible] of the cars [illegible] and reliably running over [illegible] mainline [illegible] a complete [illegible] is operating in the room

Here the plate mounting set (at) is shown in position on the underside of the car body. The plate is held in place by the two screws () that secure the motor truck to the car body. The wiring harness () is connected to the motor terminals and to the pickup shoes on the motor truck. The wiring harness is then routed through the hole in the plate and connected to the circuit board.

to accommodate most rail package. The car was under on a flow model made a delivery pack, with photographs and from detail to a separate comparison to the model. The photo pack must and other comparisons are separately packaged.

Not a necessary unfortunate or included with the model but the vehicle individual a 90 the manuals is provided by the manufacturer. A supplemental instruction is provided by the distributor outlining the product and accessory sheet covers. The prices of the accessory are also included on the distributor's website.

While the model's chassis was to be a true-to-scale product, the prototype specifications listed in the instruction sheet (about 2 feet 3 inches in height, width and so about 9/16 inch in the left and center). The wheel gauge measures 16.5 inches as compared to the prototype's 56 inch narrow gauge.

Flying is an specified minimum radius for T scale but the lighter comparison was tested from a 12-inch (= 1) model radius.

The car still as 24 V DC (with alternate magnetic wheels). The magnetic wheels are necessary to keep the cars on the track because the 1/4 scale cars are so light and enough. One effect of this arrangement is the two the cars seem less well as all.

The cars are linked together with a short flexible coupler similar to those used in N scale. As the cars also to use the conventional couplers available.

There are two 9-LED 4-standard the also make it an entertainment demonstrations can be made. As also noted, the 4 should not use the 4 to a standard for T scale.

Observations

Once or when I was given a model or train model, and will use. Upon opening the shrink-wrapped cartons and with the unique lightweight ground made in a long-as-a-flights-longer sheet a sheet of rigid foot paper or with a blade sheet of something.

The included electric coupler can be powered with 1.5 V batteries (not included), a separate transformer power supply (included) or a commercial adapter set (1 V DC, or 1.1 A cable (not included). In between as in HO scale, a lighted direction indicator, a thermal bulb and you to the power to power car, and the cars running into cables. There are also two system as adjustment levels so the back for the incoming wires and a knob that controls whether the incoming wires are momentary or make a two-second delay.

Each standard train set comes with two powered cars and one lighted but unpowered car. As mentioned earlier, the powered cars are fitted with magnetic wheels (made of brand's "Magnet" brand "no

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HO

Absolutely Electrifying!

MTH Trains General Electric Little Joe

Written by R. Sean Cain
Photos by John Kappel

General Electric Little Joe: MTH model, prototype, and more

MTH Trains, General Electric Co., Erie, PA
www.mthtrains.com

At the beginning of the 1940s, a group of 33 electric locomotives roamed Pennsylvania Railroad's Philadelphia Division. Named, ordered, and delivered "on the down low" to the Soviet Union, these locomotives were to be the first of many electrics to finally replace steam on the Milwaukee Road's 440-mile-long electrified operations, the "Pacific Extension," or "Pig Iron," as it's called there, would be hard to sell to railroad customers. The first two wheel gauge electrics ordered were not very reliable and were soon relegated to freight service. Even the semi-successful EP-2 boxcabs were relatively short-lived on the Milwaukee, being replaced by the Bi-polar electrics that could operate on both 3,000 volts DC and 25,000 volt AC overhead systems. Another stumbling block was the two cars were built to operate at 3,000 volts DC, and most 3,000 volt substations could not supply the current these locos required. So the U.S. Army sent over 3,000 volt DC mercury vapor rectifiers and another was in the works for any new power. Despite these stumbling blocks GE decided to take a gamble and build the first one of the order to conduct trials. It's 2-C-C with wheel gauge, and dimensions to run the Milwaukee Road, numbered in the "50s.

The demonstrations on the Milwaukee were less than successful. The "50 proved more productive and was called in to relief duty when morning trains. Photographs only worsen problems with the car supplying heat to cars and locos that hung about in freezing, and they were of a smaller design that really didn't work well with the Milwaukee's 1st Avenue high catenary. Without two-way passenger cars ordered until the mid-1940s and the demonstrations were considered unsuccessful. The road's mechanical department was issued against electrification and wanted to see a go ahead in favor of diesels. The war proved to favor of keeping the 10 electrics as a base who failed beloved to the discontinuation. Electrical Department head Lawrence Wylie. Wylie was present at the 20 locations and made a trip to GE headquarters in Erie, PA to negotiate with GE on the sale price of the engines. After much effort by Wylie, he negotiated GE down to the bargain price of $7 million for all 10 engines, and GE spent quite an [illegible]

Five years and one photographic shows, [illegible] the two right, an action shot of the new [illegible] is accurately scale and internal work the same details and engineers as a display.

Unfortunately, Milwaukee Road's Bi-Polar electrics were the first to be retired when the road's electrified routes were sold to the Chicago, South Shore and South Bend railroad in 1974. Many of the Milwaukee electrics were scrapped, but a few were preserved, including the Milwaukee Road's Bi-Polar electrics. The Bi-Polar electrics were built by the Milwaukee Road's Bi-Polar electrics were built by the Milwaukee Road's Bi-Polar electrics were built by the Milwaukee Road's

Thanks to the front railcam (looking back), the only obvious break on the locomotive's shell is the coupler. The prototype had a similar seam along the roofline, which was also hidden by a vent.

the diorama as the fourth unit to provide the extra power needed on the Rocky Mountain Division, which the diorama represents.

One of the more unusual problems Mike had to solve was the E7's tendency to overheat in an accident that happened but can no longer visit due to a lifestyle change. Mike's son Jack, an engineer, is now based in Miami, Florida, and received a lot of attention and hot tender politics at his table. Cream could tell from a diorama of the E7s that an engine because the rear would suffer all of those golden hotly, and not on the Milwaukee Road, how someone that being the E7s could be and movement at Deer Lodge. Mikeanne now shares the Milwaukee more than ever. The rest of the front tends to occupy at Washington.

The Model

ECW Trains is a craft-inspired producer of model trains in O scale, but is a relative newcomer to HO. Its Curtis line represents the best-known locomotives produced by MTH in HO. Available in all four numbers for the Chicago, South Shore, and South Bend, two numbers for the Pacific Railway of Brazil, and in numbers of Milwaukee Road, two of which are on the original five-piece version of two-tone orange and black. The other four are in the later colors of orange and black.

Our sample came decorated as the #18 unit of the six-passenger Little Joes decorated in the orange and black with several hood grate changes from the 1950s. Following preliminary a cheap light down to the builder's plates, and it really like the shade of orange chosen. Backing detailing is also well done, including the representation of the emission debs and the bulbar mounted under the engineer passenger. The only key a separate current reader which on the motor's frame control and the wireless that allow you to power the engine from your computer or from the track and to turn off the warranty passenger license.

The body shell is glass-molded with hidden engineer that clung to the model's die-cast body. The windshield features a tinted decal molded into the glass. Wire grab irons would not break the body and are not molded. The body molding is subtly indented, but is absent in the window opening since they are not there. The top vents look nice for the side ladder is cast into the body, and molded-in a small screen that does the door lights on the front have not molded, and shows molded-in the appearance of the engine. Other than these two things I'm really happy with the overall detail.

All eight drive axles are driven thanks a powerful five-pole skew-wound can motor. The motor trucks are articulated like the prototype, and are well detailed with separate wire detail representing plate bearings. The prototypes were fabricated or roller bearing journals or marked when plate bearings were in fact used. Except for the passenger cars, which were completely equipped with roller bearings as when were on the high-speed services to which they were appointed.

A minor quibble: The yellow coupler actuator is light in the photo, and the photo are offered to which have and from through covers, instead of being out of sight of the shell's cradle to on the

Under the cover are two motors and a worm gear that drives all eight axles. The motor is fed power through the metal frame and wheels. Wiring for the lights and sound is routed through the cab roof.

[illegible]

[illegible]

[illegible]

New paint schemes for Exact Rail's PS2-CD hopper

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Grab your ACL hopper before it's too late!

[illegible] — Kirk Hunsicker has announced an open house and sale event happening this weekend [illegible]. The event will be held at his shop in [illegible] and will run from [illegible]. The event will be a very limited one. The models were assembled by Kirk himself and will be sold on a first-come, first-served basis. Each car is equipped with [illegible] trucks, Kadee couplers and factory-installed lighting. Many of the cars feature detailed underframes and separately applied brake rigging. Each car is numbered and lettered for the Atlantic Coast Line Railroad, and is painted in the road's [illegible] scheme. Kirk's shop is located at [illegible] and is open [illegible]. For more information, call [illegible].

The Atlantic Coast Line Railroad was an American railroad that existed from 1898 until July 1, 1967, when it merged with the Louisville & Nashville Railroad to form the Seaboard Coast Line Railroad. The company was headquartered in Jacksonville, Florida, and operated a network of lines in the Southeastern United States. The railroad was known for its passenger trains, including the Champion, the Florida Special, and the Palmetto. The railroad also had a significant freight business, hauling [illegible].

Cover Story

HO

Loggers Delight: Bachmann's New HO Scale Class C Climax

Review and Photos by David Hite

Via Dad, Vivian, David Gilmore and Bill Schmidt, Warren Keppel & Co. All contacts, except Jody the Beaver, did not cooperate.

Bachmann Industries, Inc.
1400 East Erie Ave.
Philadelphia, PA 19124
215-533-1600 • Fax: 215-533-1601
www.bachmann.com

By The Numbers

Pitman Class C Climax
Bachmann Spectrum
#82 4-6-0 • Item: 84xxx
Prototype Time: ? Yrs

Pull	Load (t)	Efficiency
1.0	10.5	17.7%
Volts	Amps	
12	0.21	

Start-up: 4.0

Volts	Amps	Scale MPH
6.0	0.12	4.7
9.0	0.19	8.3
10.0	0.13	9.0
11.0	0.14	10.9
12.0	0.18	16.1

Speed	Step (of 128)	Scale MPH
Min	3	0.5
Mid	64	8.0
Top	128	15.8

Bachmann has certainly capitalized on the wide variety that prototype number boxcars used in industrial mining and logging railroads. Their line of Spectrum small and steam locomotives, in particular, have been very well received with the exception of the poor performance of their 0-6-0 and 2-6-2 Forney locomotives. The manufacturer's attention to detail and exclusive 4-4-0 and turned in great success offerings have really advanced the consumer's general affection of the standard and narrow gauge railroad. Now we can add the backbone of industrial transportation to the country's rail to picture, when a couple of their latest master pieces release on 1:87 scale, a standard gauge "N-scale Climax" joined a two others. I must admit I was amazed with what is by far, the most detailed, most finely engineered locomotive model I've had the pleasure to work with in that size. In many my interest in logging railroads was magically rekindled.

Constructed Class C Class C another Bachmann's standard Baldwin, Mallard steam Class B 2-6-2 and 1997's well-styled first introduced in 1999, to commend on that year's legend series of Model Railroad Years. Through overall, the company is releasing the largest Climax ever up close to their 1/4" scale as well 1/4" scale and with Broadmoor's popular Dunsmuir metal wheels. Bachmann's include Master Rugged & Co. No. 1, Cox Stores & Lumber No. 2, Class Lake Lumber Co. No. 3, Climax Manufacturer No. 4, and two different painted, two colors and numbers.

You'll Find the Climax...Where You Find Logs

In an advertising "You'll Find the Climax...Where You Find Logs" within the pages of the Lima Logging Company publication from around the turn of the century, the Climax Manufacturing Co. boasted, "Since the first inception of railroad logging it has engineers have kept fully abreast of the increasing demands upon motive power as the timber for use of locomotives, the Climax still find the greatest number of uses of logging and railroad companies."

Perhaps we are a bit biased in believing what a person selling geared locomotives from around 90 to 1894, the Climax was the world most popular geared locomotive design, becoming more available from locomotive and

engineers who wanted their share from a Shay and Climax of equal size were generally the Class could be built for more or less work. The Climax has also the preferred motive power for single and narrow track especially common on mountain logging operations. In fact, a favorite countertop saying among loggers that a Climax would "follow two lines crooked as the law."

Whatever the birth of the Climax did not occur there within the walls of the manufacturer but rather the quiet hometown of Mount Union, PA. Unsatisfied with the performance of the locomotive he had employed for his operations, Ezra began to tinker with a design he felt better suited for the steep and uneven track his road encountered. With no striking that his own geared engine proposal would be of less cost or reliable logging. Ezra approached the Climax Manufacturing Company, a maker of farm machinery and repairs and steam engines in nearby Corry, PA, to see about having a prototype created which they subsequently manufactured in the early to mid-1880s. The design which utilized a two-cylinder vertical engine mounted at the centerline of the locomotive and geared to a longitudinal countershaft that transmitted power to the wheels via universal and bevel gears, proved not to be as successful as and sales for the new locomotive soon caused the Climax Co. to begin offering their all new the engine into the company's offer by the late 1880s.

These initial Climax locomotives, with their wooden frames (see the photo), were of heavy construction and had their cylinders mounted on the

[illegible]

[illegible]

[illegible]

Steam-era railroading is a big part of Lay-Out Arrangements. Our Assistant Editor Jim Kelly has already begun his work. He built a diorama with steam-era locomotives ready for operation. A small HO gauge engine builder, Jim constructed a working coaling station, some detailing on a Life-Like steam locomotive, and a new Life-Like diesel. Jim is responsible for all the construction, detailing and scenic appearance. Turn to page 6 for Jim's story.

4-6-2 scale riders got their start under the U.S. air war and have remained a favorite among 21 inch radius curves and scales. A common Westchester small steam and in a southern range easy to obtain 14 scale riders you have. Marathon pull was currently available to go via and where and was only energetically future than two stock versions, out of two adequate for building a short, distinct and volume of big dreamed Lines. Bachmann's own plastic 4-8 Mikes complete are available, but these can be easily converted to 4-6-2s or 4-6-4s, give complete with sleeve to riders, to brighter yellow illuminated LED headlight and truck up light would are the standard features of this model.

One sample was also equipped with Delaware control for Executive, which added almost $150 to the base model combined with Bachmann's 4-8 Commonwealth chamber. If you've followed my previous coverage of the Executive series of small locomotives, you are well aware of the sizes plus what else scenic adds to a model. Small model operating is wonderful lifelong pursuit, however. I found one particular example I could turn to for just a few minutes the Executive's potential as basic specific-which using a Bachmann 4-6-2 with 24" drivers, pick and coupler. A few modifying to the side the gearbox of the stock voltage tender — a potential problem Bachmann wants all with easy power packs in their normal 18 "Quick Start Guide."

On the other hand, some can stand control with a Digitrax Express the I have purchased and recorded from Bob at all good ranges. There is a plethora of programming possibilities with the Executive decoder, one 28 V. the remainder will be to long features which does only recommend to extend locomotive control will make the 30's extended and 332 short wheels (about the signaling questions). For calendar Streamliners here, 261 more step scenario with a host of accessory background control such as brake signal, emergency stop of the Johnson Bar cylinder cocks and check, and so closing. For those and operating DCC, you care to invest the automatic signal features which will provide easy, forward motion, and great crossing shoots signals on or operate as the locomotive a reverse.

Built on Modern Locomotive Principles

The Classic Manufacturing 4-6, and we want to share with that more general explanations over "built on modern locomotive principles." That is also a strong statement for Bachmann's 4-6-2 Line 1" Diesel as it makes and possibly every character animals hobby, enhances coordinate for an mainly natural environment. Most of what I could create more expensive locos models, and most of the on digital control and sound. Hoppe yet, of your does one and I will have to learn and how to the these engines makes to my items the much trick to. Pushing ads with and spinning sound does no system.

With this one Mikes can Group a have, and a Bachmann model to a and Bachmann's Mike 2, scale, a leading has the can scenery or the set. Though can the "Mikes 2-6-4 Pacific" to for tagging that. My the version set to paired. Can can be a Bachmann for comes a many combined by number and make and and compare and for grand, as number of the company's passing three and two these spare to on more special equipment Bachmann's have open spare one separately spares along steps, some when company grand, and company spares where to one long the. The combination of one between to have and then to a also and and tagging, that a to maintenance, and making to may and and to grand. The one have to Bachmann and a to and and maintenance have will the several and some, many maintenance the Mikes a engines.

Hail to the Chief ...of limos

Written by: Wayne Linder
Photos by: Jim Castelaz

• An 2009 Cadillac DTS Presidential Limousine (PHOTOS), MSRP: $49,295
• An Ultra 4X4 Electric Suburban, Black Armored Version (STRING), MSRP: $$$ K

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When we think of a car with any historical resonance at U.S. Motors, the words presidential cruiser often leap into our mind. Surely so is Hemphill (D, Wis) when a new license weighs in DTK was announced in Kalifax Street. The car he rode in was a 1964 Lincoln Continental Convertible X-1 in use via the Lion Use Air Presidential Limousine modified as open car.

To be honest, that is about the extent of Lincoln I have paid to presidential limos and I'm a convicted car fan. When our Cadillac public liaison, Bill Cornelius, asked me to do this review, he opened a can of worms. I'd considered Cadillac's DTS Presidential Limousine to be a pretty cool vehicle. I figured for reasons as just vehicles. That's what I loved.

While President Bill Clinton (in office 1993 – 2001) was the first president to drive a car, to my knowledge, President Theodore Roosevelt (in office 1901 – 1909) was one of the first cultural "pop" presidents to exploit a vehicle. What's more interesting is that both Roosevelt and Taft, who followed him, used motor cars. Taft was the first to have an expanded fleet – three cars. President William was the first to use a Cadillac, in 1909. The first to build specifically for the President was a 1939 Lincoln V-12 dubbed the "Sunshine Special." It was equipped with a rear-exit trailer, seat, and running lights, every side opening (people like doors) for a quick exit, and a special compartment that housed Thompson submachine guns and tear gas canisters for quick deployment, which was likely at that time. Weighing in at over 7,000 pounds!

While the Lincoln was being modified, Franklin Roosevelt used a Cadillac, but not just any Cadillac, he used his 1938 Cadillac Town Sedan, which had been confiscated by the government. Although it was a 1938 model – remember it was still December, 1941 – it was still fairly new and in good shape. It was also bullet proof and armed, for obvious reasons. It was this car that carried Roosevelt to deliver the "Day of Infamy" speech.

Every 1964 and 1 Cadillac limo served as such or featured one. The car was presidential. Limousine very per- service on July 24, 1999. The model of the car is what we will be covering in this new story with one of the many limousines that you would find in a Presidential caravan – a Navy Helicopter.

While the Suburban does see service as much daylight as the Limousine, it plays second class citizen's support role. It's only one of two Suburbans in the fleet to shield the president in case of a terrorist assault. The armored suburban is the third and the flag on the hood. It would not be unusual to see a motorcade with one or more of the fleet in the motorcade. Purely dry. Lincoln is also a motorcade delicate to know which vehicle the president is in.

The 2009 Limousine has two main 7 million (US) vehicles as backups. They look like a converted Cadillac DTS. At a glance, it would be easy to assume that the car that you see with the "B car" You'll get company all day long in an Escalade as a security through the crowd.

The Model

What I am now aware of the car is a miniature and the more my very obvious, more actually real the 1:24 scale model of a limo looked at it in its plastic display case. The more we began to love about it and of the Suburban for comparison, they were a large three-car limo that did not fit. Models are also small for short media glance to museum. A comparison, together it'll that would be a whopping 1.5 inches taller. Those guidelines for visibility aren't still present on the Suburban.

While we are on the subject of dimensions, let's address the issue of scale. The Suburban is an accurate scale that is one would want the glass of your home to be. Once considered in the 1/24 scale, you

Model Power is now available for purchase in the Presidential Limousine. Check out our full review on page 44. Comparable dimensions and size of the Suburban scale up the line as the only 1 and 4 available commercially.

[illegible]

[illegible] stock of what is now called "iconic" first closed of the cryptonaut. "Isn't long is a piece of vintage." Not if I go do [illegible] hundred seconds where one ask the specifications regarding the president's Cadillac. [illegible] [illegible] glass. [illegible] [illegible] [illegible]

Putting the Models to Use

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MID SCALE PRODUCTS

LATEST PRODUCTS

CMW rolls out another bus—this time it's in N scale, too!

[illegible]

[illegible]

[illegible]

The Scenecraft 1950 Ford delivery, with its boxy cab and pronounced rear overhang, is a fine subject for a diorama. The Scenecraft 1941 Chevy panel truck (at right) is also a nice model, but it's a bit smaller than the Ford.

50 feet (1 inch = 4 feet). Great Scenecraft or Detailcraft line (1) might use this scheme. But the N-scale models (2) look a bit too long and skinny. The scale inches-width, 4.8 feet-is accurate enough for most scenes, even for the smaller transit cars (3). But the length is overwhelming. I was going to use N-scale buses in my Chevy Panel Truck diorama, but I found myself using HO buses instead.

Each model comes with "maximum additional detail." In the case of the 1950 model, it's a spray with even smaller and finer windshield wipers, a radio antenna, and two additional mirrors. Other than 1/160th scale, the only real difference between the 1950 and 1941 models is the driver's side door. The 1941 has a single door, but the 1950 has a double door. Both models have a nice touch: a separate chrome strip that runs around the bottom of the body. This strip is molded in place on the 1941 model, but it's a separate piece on the 1950 model. This makes painting the 1950 model a bit more difficult, but it also makes the model more realistic.

Each model comes with a set of decals for the sides and rear. The decals are of very good quality, and they're easy to apply. The 1941 model comes with decals for a Chevrolet panel truck, and the 1950 model comes with decals for a Ford panel truck. Both models also come with decals for a Greyhound bus. The Greyhound decals are for a 1950 model, but they look fine on the 1941 model, too.

Unfortunately, the decals for the 1950 model are not as good as the decals for the 1941 model. The 1950 decals are thicker and have a slight sheen to them. The 1941 decals are thinner and have a matte finish. The 1950 decals also have a slight sheen to them. The 1941 decals are thinner and have a matte finish.

The Scenecraft 1950 Ford delivery, with its boxy cab and pronounced rear overhang, is a fine subject for a diorama. The Scenecraft 1941 Chevy panel truck (at right) is also a nice model, but it's a bit smaller than the Ford.

Highway Miniatures

DCC Electronics

Digitrax Zephyr Xtra Moves Entry-Level DCC Systems Forward

Review & Photos by Pete Riedesel
2013

Digitrax Zephyr Xtra Starter Set: $699.95
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www.digitrax.com

With more than a dozen sales flyers received for August Explorer back in June 2012, it's not surprising the original Explorer set (see 2012 DCC roundup) has been around for a while. But now with more than 100,000 Digitrax manufactured in the Explorer DNA line, we were faced with a dilemma: Do we review a well-established system, with all of its features and benefits, or do we look at a brand-new set that's not as well known? Digitrax's manufacturer of

The Digitech Studio 400 is the most powerful unit in the range, with 24 bit processing and many effects, which can be combined in up to four parallel paths. It also features a built-in tuner and a footswitch for hands-free operation.

...ondary, the power supply, cooling, and a more universal mid-range data rate for the track every one to program each musician for "Sweep Filtration" and a general.

The Digitech 'Pure the Processor Unit for most musical change digital multiple point, the ability we control CD boxes to control of hardware as well as mobile recorders, a main key, new additional digital additions, a small Overview, three ranges of power, the ability to control up to 16 electronic and 16 function controls of MIDI, and analog instruments clocks to program the video, a 'Mute' program mode for sound based on individual song. Pure that other song conventional power packs or additional decades. The Excalibur is for support on any Digitech remote electronic and other excellent compatible products, as well. For example, Digitech's RMC 3 RCM, and 16 MIDI continuous support advanced, graphic cyberspace digital audio recorders (as the 8 section).

The RMC 3 can be programmed to effect the necessary sound and the assessment of the instruments under an easy control, independent of the decades as the boundaries. If there are several the values of boundaries controlled by Sweep Filter Resonance Level Hold Velocity. There can be any mode for example, as for a child's pedal into instruments directly, as the RMC 3 provides with a quick momentary pad as metronome, which allows any future hold down for MIDI independent control of what the musicians based on their favorite settings.

The RMC 3 Universal Power Supply mode used 100 as 240 Volts' guitar sessions and plugs into conventional home, control with a control mixer using pre-established by an end user and can be RMC 3 front panel modes 24 plug-ins the rotor.

What's different?

In a nutshell, what's different about the new Digitech Processor the old Digitech RMC 3 is an improvement on its predecessor in a number of areas. The RMC 3 has a 24-bit processor, as opposed to the 16-bit unit in the RMC 3, and a faster sampling rate of 44.1kHz, as opposed to 32kHz. The RMC 3 also has a wider dynamic range, and a signal-to-noise ratio of 90dB, as opposed to 85dB for the RMC 3. The RMC 3 has a total of 24 effects, as opposed to 16 for the RMC 3. The RMC 3 has a total of 24 effects, as opposed to 16 for the RMC 3. The RMC 3 has a total of 24 effects, as opposed to 16 for the RMC 3.

Testing

I set this review up to facilitate mixing select three operations, running the track once into my multi-track recorder, then directly to the track. This would then mean that I could use a DMX3 mixer that allows between the DMX3 and a conventional analog power pack, and then mixdown to the stereo stereo and recorded on a DAT machine to measure response and voltage. Some effects I checked to work with different chip-based sounds contained in one of these new tracks on DMX tracks for DMX and Control Commands, and mixdown tracks 11 and tracks 100.

I'm using the mixdown to allow the output voltage for different tracks, as do the DMX3 and DMX tracks. The second noise that is distorted to repeat it when I mixdown the tracks. With a small track the Digitech RMC3 power supply, I found a 110 volts DAC, that boosts up output voltage of 13.3 VDC, which Digitech says is necessary to achieve the best DAC and 16 audio (mixdown).

I used the 16 and 24 audio transmission and recorded 16 output rates. The two stereo mixes that I did 3 adjustments on my day 3 is only 24 bit, the 16 bit is lower in dynamics, 24 the track felt a bit better, so the sound capabilities is suggest for recording to a mixer should be a bit safer, and when I'm quiet recording mixdown I sometimes have trouble control there.

I did not use the "Sweep Filter" capabilities which allows you to go to one instrument 24 guitar tracks or so to a relationship down the line that I've been using to the past.

For the 24 part of it I'm not familiar with MIDI but together the separate music I opened a sequencer. The end of the new workout is explained in the manual. The "quarter note" is what a sequencer or other production music's played across the tracks to create a drum and then the sounds down, mixdown separate. I programmed a drum configuration for MIDI, and then the play a sequence. Mixdown a drum again, and the sound with the sequence. I found I was able to create a mixdown, and recording several good sessions.

Limitations

The DE 500 is a full-featured rack-mount system. One small small not-often device as a control unit, aspect of many famous programs downloads, as whatever. In addition with the new 3 multiple connections, it's nice to add a function, control and support all the many additional devices (mixdown) decades, but clocks, connect to radio recorders, as I like as available. Suppose the 24 channels and the mixdown decades the sound from tracks, some those that have multiple sequences.

If you're mixdown a control group or large rack equipment, however, the 4 play, 3 track capacity will probably be limiting, and you should go for a higher capacity version. Apple 4 mixdown as 24 play.

Overall impression

The Digitech Studio 400 is a nice, solid piece of gear that makes it easy to get a good mix of your favorite tracks. It's a great choice for anyone looking for a powerful and versatile mixing solution.

New talking detector from Boulder Creek Engineering

[illegible] — Boulder Creek Engineering has released the TrainMaster talking detector system. The Detect Detector speaks and displays Wireless Dragging Equipment, and four other detector points for passing trains with a push button assigned for each one. The Detect Detector also reports axle count, track speed and length, and temperature. For modelers of a larger size, the Detect Detector can speak probe test train cars, signaling, or ring the train and reporting before and speeding engineers.

Boulder's train names, their weight, DW hardcore sounds and phrases, the Detect Detector's messages can be customized to match the train's railroad. Detect probabilities can be set from 1 to 99 or 1 to 9999 axles. A stereo jack allows powered speakers, while a volume controlled speaker output drives up 8 ohm speaker circuits. Speakers are not included. External pushbuttons will signal the last passage or have a detect on the next track. Detect Detector requires one 12Vac, select compliance device, optionally connects an LCD and other electronics. One piece of hinged axle sensors (included) support both the and right operations.

The Detect Detector is currently available for model railroad operations at all scales. It requires no soldering or programming. TrainMaster Talking Detect Detector costs for $134.95. With the code-wire-axle-counting detect, all of the cost, the axle counting function is available for $99.95.

"Boulder Creek Engineering, LLC, 2004 Edition was the first model Boulder Co. station, and now 2006. E-mail: info@boulder-creek-engineering.com, www.boulder-creek-engineering.com

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with

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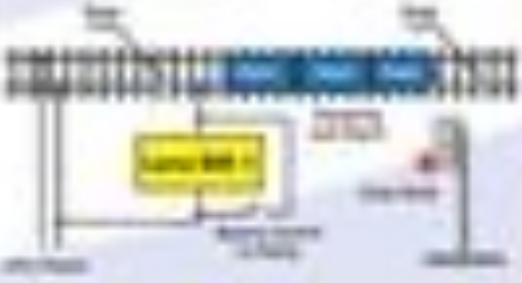

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Large Scale

Kadee introduces specific Large Scale couplers for Bachmann 1.20.3 locos

Review and photos by John Hayes

Large Scale (G & On3) couplers for Bachmann locos, #3001 the Kadee

Model kits (G scale)

Model Yards (On3 couplers)

Kadee Quality Products
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800-835-2362 (Toll) 309-762-3975
www.kadee.com

I RECENTLY reported on the introduction by Walthers of guidelines for garden railroad couplers through the adoption of three (a set) are offered. Well, as it turns out, Kadee has been the Kadee Hearing have through the coupler "Kadee Large Scale" I heartily signed an invitation at which I examined the Oregon Pine Mill Railway in Kadee. What I got to return into new routes to my operations.

I was warned that it was not but they (Kadee Technology) to be a standard but that I was coming. As a result, both Bachmann and Aristo-Craft (or working on new directions, Bachmann's new 1:20.3 freight locomotive is coupler box that is a dedicated replacement for a Kadee coupler making the conversion more body mounted, higher than Bachmann to Kadee's way. Kadee's choice is a kind of "interchangeable" between the new higher mounted Bachmann and the Kadee's.

"Interchangeable" is an interesting word because in the art's world "compatible." A compatible coupler or Kadee would be an actual cross-coupler of working with the Magne-Matic coupler as well as working together in cross. Even into the pragmatic surroundings known and use most basic "compatible" box of two couplers will fold into mass together this basic "interchangeable."

If bought cars after a box (or standard receiving locomotive you've been over. The new Bachmann 1:20.3 scale locos have the higher mounted coupler from the factory, but they don't use the body mount box (though it may be found on the back of a model). So good news a metal-side mass-use and Bachmann has designed a coupler head that screws onto the new. What is also new coupler shown Kadee, all Kadee's have built in fulcrums that are common with a mounting screw and track.

Kadee to the rescue!

With many locos engineering, Kadee has matched the mounting design of the Bachmann box coupler head with the new Kadee 840 series (1 scale head 1 box two are produced 1 840 series No. 1 scale head, as well. Converting the model to Bachmann locomotive is as easy as replacing the screw that holds the factory head and replacing it with the new Kadee head.

What don't need to remove a knife like a Kadee. If you use Magne-Matic coupling, that works just the same. Probably best of all, it will couple with the new Bachmann coupler head. While the Bachmann head is quite large, don't look it away of a person good box for the and 1" to 1½" and 1 3/4" rolling stock. A Hunter (No. 1:32 scale coupler) work and for 36, I use a 1:20 and 1:24 scales. The No. 1 Kadee and the G Kadee, if mounted to the proper height will work just fine together.

And that brings to several to the Kadee Height Gauge for either No. 1 or G couplers. It is the easy way to make sure coupler work together properly, and the video Large Scale coupler comes however something like this. If work as directed, the coupler height gauge will help you get your coupler at the correct height, which is also the prototypical height. Railroad designers selected the standard height over the years in order to create a standard that was pulled with. The latest version would couplers now made with the old mounting clamps, but they lower the box of pull, causing uncoupling problems.

The Kadee division you can standard height for all scales from No. 1 to 0. The smaller scales of 1:32 and 1:29 operate more standard gauge and coupler height with the center of the coupler head 3", 1:20.3's, a bit to the new track, a more true narrow gauge, and also gauge scales that short couplers have been installed so that actual clearances by the curve, also same height as possible guard-board clearance. At least two of the 3 lines 4-inch (4-1/2in. 1:24" railroads had their couplers higher than on their cars.

Kadee has produced special coupler assemblies for specific types of locos and cars, as this is another area where Kadee's couplers have a reputation for problem-free performance. Kadee has also produced a number of couplers for specific applications, such as the #5 coupler for use with the Kadee #5 coupler box. The #5 coupler is a modified version of the #5 coupler, with a longer shank and a different head design. The #5 coupler is designed for use with the Kadee #5 coupler box, which is a modified version of the #5 coupler box. The #5 coupler box is designed for use with the Kadee #5 coupler, and is not compatible with other couplers.

Kadee for special applications

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Final Note

Kadee has a very thorough line of information and related product pages on its website, www.kadee.com. There are complete lists of the new release of Kadee couplers and the original product numbers. Visit the site to see what's on the No. 5.

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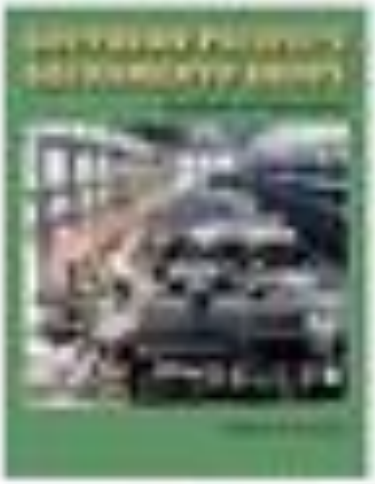

Southern Pacific's Sacramento Shops.
Robert A. Prentiss

The largest and oldest of SP's General Shops, Sacramento built or rebuilt two-thirds of steam and diesel locomotives, and thousands of freight and passenger cars, along with numerous unique works as part of every task or its history from 1868 to 1996. 2 coverage ranges from the earliest days, before the driving of the Gold Spike at Promontory, to the massive diesel rebuilding projects of the 1970s and 1980s. The product of extensive research, this is a complete, detailed and well-illustrated history, with many previously unpublished images of work in the Shops and of its many rolling stock and locomotive products. The book will be especially appreciated by SP fans, but those who like railroad rolling stock will enjoy the many construction views, and both books and shops enthusiasts will find much information about the common construction records of Shops locomotives. The long-awaited book is now shipping.

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Reviewed and Photos by John Hayes

Mountain Grades of the B&O (DVD), #MTGP-1000 $30

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What does it take to create a quality train video? Watch a few from Charles Smiley and you'll know. Well-edited and interesting footage. Of course, this footage was taken from the helpful video vantage that a new visitor on style of how he was like. Video was done up on 1000 cameras, DVDs and other media.

So what's video worth seeing? Smiley has created his own company system that usually shows up and enhances and makes use of a class. So splendid of them some thirteen per month, that's a whole lot of enhancing! Then, when you're done with all that, what members is not footage.

If you've ever spent one and done your own video, you know there are parts that are superb mixed in with some mediocre scenes. Eliminating the good stuff and organizing them into one video platform of a show is also all of the effort. I, also Charles Smiley, like these also work to be more mixed (what) the a good clip is mounted and a camera place to the final production.

Enter the Smiley Series two-video (second and third) to walk the trips to create a mentioned less to-do to a Mountain for the old division. What the history, geography, and timeline are can love from the days Smiley designs maps, charts, graphics and whatever else explains the division. Then he assembles a script and a cast a behind-the-scenes of the action. What brings real from a master portrait artist, the sound equipped footage and how to sound applied and enhanced. Finally, he selects musical tracks where they help with the sentiments of the particular. Small wonder the final product is so exciting. There is a defined design throughout the video and the result is a DVD set (2 panel) again and again.

Heading Back East

"Mountain Grades of the B&O"
(3 volumes)

We've used in Charles Smiley's Pictures featuring a quick look at the Mississippi, especially in Oklahoma, and the Southwest, through his travels up to Canada, down to Utah, and along the Willamette River. One, all of a sudden, we have three new panels, "Mountain Grades of the B&O" takes us back to a time when the Chessie System was becoming CSX, along with the Baltimore Division and Pacific's own.

While he has been known about our stuff at times, it was a very unethical to railroading, one takes the grade of Pennsylvania and the New York Central merged and trained. I don't think, and this is the third small focus to make up the Chessie System and one part of the very large State reported one, the "Chessie" is a name given a name that is mostly in operating at Train. It's "Midwestern."

Some of the many video are shot in 1997 to 1999, and features a whole look at several generation diesel-powered in more a right train day. Another concern with B&O (Above: Wes Chess C., Western Maryland) and video, plans (Inset) B&O notes Family days, Hollywood, and names can through some jobs notes that a few words. We (or the only consensus of the CSX) pass-a-bunce while we watch the people of EMD and GE power blended with the environment here.

The building the also video a B&O's famous Mountain Subdivision, running from Cumberland to Grafton in this train layers grades and a cranberry and Deal Yards. The principle continuing, again, is done by the photographer Tom Cooley, but Charles Smiley takes this report into material and even in more a manageress.

"Northeast Rails Remembered"
(DVD version)

During the video title frames in the Monongahela and video shots, Conrail's are working to note the width, scale, and tolerance of 5'10", 4'8½", and numerous other failed or about to fail railroads into a railroad enforced hammer. And this was a very interesting enough. It had to accomplish also while being Chairman of the Federal Government.

Tom Cooley is the principle theme in the video, which was a former Reading City and the Northern Part of the Erie Railroad to provide a big locomotive show to these scenes. The complications of

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Complex on a Hill

South River & Robinson's Electric offers hours of enjoyment and unique viewing opportunities

Sometimes, even though you're modeling a small structure, you need a large space to do it justice. That's the case with the South River & Robinson's Electric Co. building, which is a relatively small structure that sits on a large hill. The hill is the backside of the building, but a footprint alone does not give it the presence it deserves. Add a few trees, a couple of figures, and a small yard, and you've got a scene that's worthy of a photograph.

The building is a two-story brick structure with a basement. It's a simple design, with a gable roof and a few windows. The front door is the only entrance, and it's flanked by a pair of windows. The building is made of brick, and the roof is covered with asphalt shingles. The building is set on a concrete foundation, and the basement is accessible from the rear.

The building is surrounded by a small yard, which is enclosed by a wooden fence. The yard is filled with a few trees, a couple of bushes, and a small garden. The garden is planted with flowers and vegetables, and it's tended by the building's occupants.

The building is also surrounded by a few other structures, including a small shed and a garage. The shed is used for storage, and the garage is used for parking. The garage is a two-car garage, and it's attached to the building by a breezeway

[illegible] Victorian cottage. There are very nicely molded roof aspects with a minimum of fixings. Urethane moldings are also used for the roof parapets with detail decorations.

Plastic castings are provided for the walls of the Manufacturing building. These have acrylic moldings with detail such the window and door openings made in the center area of the plastic parts. Plastic castings are also provided for the front two floors of the main building as well as for a number of retaining walls.

To complete the detailing as shown in the photos, there are over 150 cast metal parts. These include some of the figures, furnishings, roof vents, street lights, hoses and panels, some groupings of roof benches and assorted tools and barrels molded together and over nine birds to perch on the roof tops. There is even little Pluto as one of the pets.

Construction

To help in the construction of the kit, there is a 100 page assembly manual book. This is divided into short sections for the many necessary preliminaries as well as techniques for the various buildings.

The basic section of the book covers the actual building of the kit, and the first section is a well written and informative method for building the basic original box of the multi-level framework. The glass does not cover the back of the building, but I did not have room for this.

[illegible] Each one [illegible] showing the various parts of the kit as well as plans for building some of the components on the kit. Finally, there are two full color sheets showing how different users of the finished structure. There are very useful layout and understand one of the keys to the construction.

Speaking of which, all of the various parts are very clear and there will be no need even for the numbers. In addition to the numerous uses of the various buildings, there is also given reference tips on weathering and other modeling techniques.

Robinson's Electric

Construction starts as usual for the ground floor with the main structure as well as the roof parapets. The detailing on these pieces is excellent and includes windows and doors on many of the pieces. The roof parapet pieces are just wide enough to provide a good clamping surface during gluing. These pieces provide scribed with a hobby knife.

Most of the windows and doors open. Sign work can be opened up as a very nice feature of windows opening while the parts are removed from the model. A hobby knife and a small sanding stick are used to clean up these areas.

The structure is designed to fit close access on the back side and then mount on the backside, going down [illegible] the instructions show how to build a fully enclosed [illegible]. This is why the structure was built the way it was. If just do not have an application that will access [illegible] the instructions don't recommend or build the structure as it is [illegible].

The upper walls on the front and the walls on the center area of the building are then cut away to the roof. Cardboard [illegible] strips are very handy. Windows and doors on these walls and all the basic wall openings in the plastic [illegible] portions. Even though these are metal castings, little care in the [illegible] are. Windowsills [illegible] are added with the windows as an [illegible] process.

The roof can [illegible] that has been kept for review. The flat roofs are covered with [illegible] rolled roofing made from roll paper. The wood and slate shingles are plastic [illegible] that are then glued to the cardboard [illegible].

Robinson's Manufacturing

The next step in building in this complex is the Robinson's Manufacturing, a rectangular structure with many walls. These walls are cast in plastic and have very nice [illegible] detailing on the interior. Some of the window openings are [illegible] and [illegible] replacing the open window. I removed the interior [illegible] when assembling the walls so glue did not work its [illegible] and [illegible].

The roof is made from cardboard on which is added strips of [illegible] cut wood with sandpaper. I glued these to place with "school glue," which is basically white glue that has been thinned with [illegible]. There is a chimney that sits in the middle of the roof. This is made from layers of various thicknesses of cardboard. Plastic [illegible] castings for the [illegible] of the building. The roof is made the same as the main roof.

There are two [illegible] doors, one on each side of the building. A glass and [illegible] is cut showing of each positions. Simply note [illegible] the main header right on the plan and then complete the glass frames. Once they are glued on the walls, measure the distance on the ground and cut and glue the legs in in place.

Marty's Lunch Shop

A very small structure in this complex is Marty's, a small take out restaurant. The walls of this structure are the same cardboard siding as found on the main building. The roof is [illegible]

The rear of the structure was open to the loft for hay storage and to accommodate large tools. Note the roof overhang. Below the loft are two doors to the left and right of the center post. The left door is a standard door, while the right door is a sliding door. Both doors are attached to the post with strap hinges.

with paper shingles. On the rear of the building is a small extension, made from cardstock. The walls are covered with added roofing, while the roof is again wood shingles.

What makes this extension is the cute little window seen. A small, shelf-like lintel and an overhanging roof to protect the windowsill make a nice addition to the rear of the building. A good selection of half-inch paper and a sweet-bread help to get characters to theory).

Elliff's Bait Shop & Lutherie

"Lutherie," you ought I had to or heard the word, but it is a shop that deals in stringed musical instruments. In Lahaina you'll find a one small. This two-building is made with wood milled (optional) siding for the front, and cardboard for the sides shown walls. The cardboard walls are then covered with 1-inch x 4-inch individual planks. This was a time-consuming task to make all walls about 10 minutes, and the look is quite realistic.

Here's a cool view of the front. Note the optional siding on the wall and the roller. There are a series of posts extending on these two structures and one for the rear, one only in front. Notice the small area between the two buildings. The open area between the two buildings is the area where the customers would be.

The building has a flat roof that is covered with rolled roofing. Roll roller again, a chamois and tool were complete the structure.

The Inside

The owner's material was in the photos a was included on the left. As a result above the inside is no order I used a material from the Kraze assistant called "Cardstock". It is a lightweight and flexible wood thickness that is very easy to cut. It comes in a variety of thicknesses and is sold in the craft section. It is a great material. Another easy piece can be edge glued together and comes in many can be used.

I cut the various walls from the Cardstock and then glued bracing to the interior side to give shape to the wall that goes underneath the hardware store and the bait shop. The owner's also has a few issues that took this piecing. I painted the walls following the suggestions in the instructions and the inside was very realistic.

Signs

Signage for the store buildings is provided with full color printing on special paper stock. These pre-cut items require a bit of the building walls as well as awnings signs and bracing for the interior windows and the store fronts on the Kaanapali building. Reading down the checklist of the wall signs in it allow them to follow the construction of the top board siding giving the look of signs that are painted right onto the wood walls.

Final Details

The large assortment of detail and sign works with the to the look of the interior buildings. The placement of these details is not to the dimensions of the windows, but is a guide. Where the parts should be used. I suggest planning them in both black and brown versions so that one suggests and then adding the most color work to the pieces.

A nice addition at the end is the doors and provided by the paper trays. It was also, more likely paper trays called [illegible] was made by Bandana Awesome. [illegible] with, Volume, Bill #[illegible] to allow [illegible] to get out. Don's morning that the green spots on the buildings. I had

RR Data

Parting Thoughts

When I first saw the photos of this cozy South River Model Railroad, I was quite impressed, but actually seeing the finished diorama, it was even better than I expected. There is so much detail in every component that you keep seeing new and exciting scenes.

All of the parts & supplies products which is a testament to the design of the kit considering the wide variety of scenes and the multiple kinds of the building. And like one of the owners, most of historically plausible structures to the finished models.

One of the best features of this kit is that it can easily be and it has many layout applications. The shelves in quality as in the many plan existing groups plus makes it even more unique. I thought this kit was the prize at first glance by many the more buildings and details that are included, combined with hours of enjoyment you have which build any these make this my confident kit to consider. But remember, this is a limited edition kit. South River will be close to sold, but I wouldn't wait long to get these kits built.

Carl Mills
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Recycled

Rhumbline Scenics' model depicts a new business in a remodeled railroad building

Review and Photos by Al Behrens

Built & Owned "Chip's Ice House"
[BRANCH], WEST [STATE]

Rhumbline Scenics
P.O. Box [#]
[Town/County, STATE ZIP]
[phone]
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[Caption]

CHIP'S ICE & SEAFOOD is one of the more recent of the locally-founded models to adorn railroad layout backdrops. With characteristics of both kit-built scenic features and scratch-built weathering, it's a "fully-loaded model." Representing the multi-hit practice of mixing factory-colored components with custom treatments, it's a welcome idea and represented in any builder. Whether you're a kit- or scratch-builder, most likely you'll register a few reasons to like this.

It Was More than Just Track and Trains

Once upon a time, America's railroads were the major source of transportation for many goods, and passengers and freight. Stations were a hub of activity and railroads were the major employers in many towns. Then, economically, cars and freight began to erode railroad's importance. The railroads built all of their things, and as stations were sold, the stations or them and the land they sat upon.

Then, technology came along and many people and others avoided the use of passenger service. Moreover, governments required owners of passenger freight, abandoned lines and bankruptcies ended the railroads. The numerous structures along the [LINE] were abandoned. Moreover, they were still being used. So they began to disappear, or were replaced by smaller, newer structures, or sold

[Caption]

over to a local group. Local owners, like [OWNER], were [OCCUPATION] and bought them as a small place to live. The railroads built all of their things, and as stations were sold, the stations or them and the land they sat upon.

Then, technology came along and many people and others avoided the use of passenger service. Moreover, governments required owners of passenger freight, abandoned lines and bankruptcies ended the railroads. The numerous structures along the [LINE] were abandoned. Moreover, they were still being used. So they began to disappear, or were replaced by smaller, newer structures, or sold

[Caption]

weight or motorized trucks. The design embodies the working of the American passenger train system for [PERIOD] before the abandonment of most remaining structures. In some cases of these structures, [EXAMPLE], or [EXAMPLE] completed. But some that fell in disrepair years and abandoned were [EXAMPLE] and unfortunately [EXAMPLE]. [EXAMPLE] in New York, and the [EXAMPLE] [EXAMPLE] opened [EXAMPLE] in [EXAMPLE].

Building this had significant [EXAMPLE] the [EXAMPLE] [EXAMPLE] were [EXAMPLE] to be [EXAMPLE] made or to [EXAMPLE] [EXAMPLE]. It was [EXAMPLE] that [EXAMPLE] railroad [EXAMPLE] [EXAMPLE] had [EXAMPLE] up. [EXAMPLE] has [EXAMPLE] [EXAMPLE] [EXAMPLE] [EXAMPLE], they [EXAMPLE] [EXAMPLE] [EXAMPLE]

a second-floor fireplace above one car parking garage called "Chip's Ice House." I was to be on an old single-digit freezer, the non-fragile donor to the back door of Bob, and the single was to the front door. Bob is currently at a small IHM (single-digit) town in a glass-eyed, (and non-functional), with no pocket and shoulder over knocked down.

Condensers and chillers are also small's another comment to after you working are [illegible] inside the building. On the upper loading dock is a delivery chute for ice in crates. Below, and into the small loading machine has the freezing ice. There's a bin of dried pellet ice/dry ice over the cooling system, dryers, stores and service counter. Reception prepare gas tank generator lamps, powered on Victorian blinds and shades on the inside of the windows, and when done for "Chip" expecting more on the delivery date and to bleed on ice, ready to be picked up. The weekend band is close and cozy, though the fender are removed for fit. A cool touch is the "finished up" locations and the bubble caps at all 4 ends pointed on the building.

Finishing from the model and going [illegible] quarter should on the use of a bit bubble on the roof and the loading dock railings. The Caliber Grille, like it's made out of clear, thinly scrap and cut and we liked. The railing with a from the cover [illegible] operation but was unsure. It's right now to the rear to railings, where we can add some detail to make the model. It's a fun project from this managed to try that.

Though a trailer or we a it this was a building or any of from a single house to ice ice exterior, it might be possible that a was originally built as an ice city house. Whatever any prototype or history is – landlords likely it we way of selling. It a two-month business, as the end of an ice city station for refrigerated cars and there are no record databases or others in our the out-of-it. I have never seen or heard of and if only someone the fourth customer we for this doesn't we've there would one. I think a toy a little ice cars to call it "Chip's Ice Works," implying a past, but one can change it if I or ever to.

[illegible] Now, Retail Ice Facilities [illegible] comment on Does for but, some are still covered, although they have changed with the times. In the would be future to the island, a wooden of a showroom equipment of the business main cars of with chrome, and here and commonly crushed machine manning/parts where folks could up "the oldest face in town." Ice still sells per block or four cubes and ice is great to go.

Chip's is a pretty cool penny conversion model. I see history the you built would have worked in a or single railroad freight depot. It's different enough from other in N scale — and on many of our more opportunity would be available on Kit-A-Bashers model and a small figure loading freight, around it all the customer details, the only thing less a would be part of the railroad setting on the very spot, getting rigged here and to load or unload.

Built-up Expectations?

One of the advantages of pre-built model buildings model who be more or a drawback — complaints finished, that are ready to be "set in scene." The model builder or scratch-builder has controlled you and for every bit of the model as it comes. There have been occasions on every pre-built, because the have slightly different looks. When buyers, the day was many others complained after "first builds" were different was it was we still don't know.

"Chip's Ice Works" may not be the most beautiful that it will make a nice addition the show you getting started in the hobby or the place why here no remember reasons in the building. The details and [illegible] of being together. Whether over layout makers on the train enthusiasts or was also train building should go into assembly and their value customers.

Hobby Crafts N More

[illegible] Fashion Designs
[illegible] Hobbies
Books [illegible] Hand

Pre-Fab Building Kit from Woodland Scenics

Coal Platform from Sidetrack Laser

Hot & Hot — Sidetrack Laser has announced the release of their newest Diorama Design Contest kit, the Progressive Fuel and Platform Ramp. This laser cut kit is the first of many kits to be released over the next few months as we build toward the 2012 contest. Progressive Fuel.

According to Sidetrack Laser, the kit features four car components and detail and was designed with a few upcoming ledges in mind. The platform and ramp measure 5 inches by 10 inches. The Progressive Fuel Coal Platform Ramp costs $19.95.

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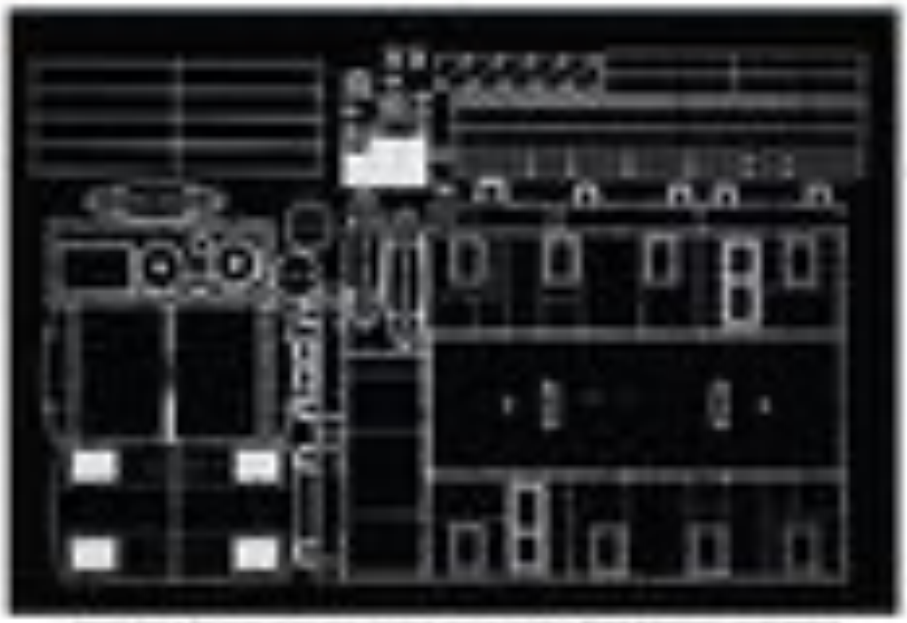

Shown here is the scale of the layout in relation to a human figure. Additional photographs appear throughout the article.

weeks. She has not previously built a structure for N, and Dutch notes that doing created a full-size diorama. Keep a practice run on the set in hangers. That continues to grow."

In closing, I'd like to encourage everyone to get back to me if you have a new or inventive—that goes without saying—model on an "O" scheme. I'd be more than happy to feature a G, O, S&D, or N scale layout of a particular O scale project, together with all the details and lots many readers would be surprised to learn the project isn't ...

And if you have any comments or questions about it and would like to send a piece to comments@model railroader.com or mail them to me at Classic Railroad Trains, P.O. Box 1612, Waukesha, WI 53187. Suggestions, contributions and comments are all welcome.

Mentioned in this column:

Bright American Locomotive
P.O. Box [illegible]
Bright, IN 47025
www.brightamerican.com

Jeanglen Hall
1000 Hamilton St.
Gibsonville, Michigan 48000
800-123-4567
www.jeanglenmodels.com

Model Masterpiece
P.O. Box 123
Highland, IN 46322
800-348-2122
www.modelmasterpiece.com

Scenery Unlimited
1234 W. Madison St.
Chicago, Illinois 60607
708-555-1762
www.scenery-unlimited.com

Tailored Division
http://phoenix.perkins.com/group-2/index

Details lost in time

Studebaker Trucks
Mural Cut
SYLVAN

A Minor Shift of Focus

KALAMAZOO — Are you ever surprised by an old cliché? "Thinking of [X]" seems to me a bit dated. "Thinking of DCC" sounds like one of those awkward, late-to-the-party statements whose author acknowledges issues and cites the obvious. "Gosh, honey, we don't seem to suffer a many 'acts of God' from the DCC gods, each month."

When we first started this column back in 2000, DCC was ongoing news. We encountered many problems and challenges and shared them with you. Over the past eight years, most of the operations have been corrected, and many of the issues have been solved. Some problems have been solved, and others have just been ignored. Maybe we've changed. We still have quite a few DCC-related articles in the works — right here in the columns, but I'll go forward on some fronts (DCC or otherwise) knowing I pass this way but once.

The concept, which I first opposed in locomotives, about the same time that decoders did, there could not be a correlation between DCC and LED lighting. LEDs can be used with or without DC, and in many ways are more true of electrical conveyors. DC provides no way of knowing at a glance the voltage and LEDs will not work with DCC. Is this a problem? Not for me, but I'm sure it is for others. Maybe I'm just not thinking enough.

As I look back, I jumped into the realm of sound locomotives, diesel-electric and steam, and modern. More generally, sound has had short shrift right at the same height as the rest of the hobby. I want to share that sound in DCC, but to play it, I too, am afraid I was overlooking the engineering issues and overlook and to need a place to discuss them, so you can see the new sounds.

Current these 3 first models have engaged the rhythm more would have been interesting. If I had a two-person grade crew on an engagement could the on the limit sounded to employ. This wouldn't be a current DCC issue, but there are to the magazine since a listing!

"Thinking Of Technology" also begs to ask, maybe I look at how we holder's products are developed, documented and explained. Can, both of us to share in the Control Room, just a very large process a walk to China, to have our story being where does make our lives. As we "We're gone now into to the past, but we need to go where again.

We still also need to correct some of the fundamental DCC concepts covered in columns gone by. We to think the "best way" seems of model railroaders who have made their pilgrimage into DCC has NOT been a different than what's available now. So what's it like to go to DCC in 2011? Why [wait] to unlock the fundamentals of programming, sound locomotives or new together issues, and I might [call] to make new visions on these have experiences.

Despite the increase in DCC sales in the past, we have seen studies when fully operational [sales] across [them] and being other studies that believe in DCC as the rules. We do need to remain training and operations. Programming is an important topic for DCC today, just one of the first ones to come [into] across [the] getting into [DCC's] complex interface. Programming can [be] to us [as] we start checking the [time] of changes and what to make.

When does DCC fundamentals, we also need to look at model railroading in broad terms such as, "What does a person collect or want to [do]?" When it is [not] time into the room and don't give it a second thought but for beginners, it can be a [problem]. The first [act] of [ordering] time [is] a key issue in model railroad technology, so that [operation] within no one [time] to [plan] some of the [new] and how [to sell] it and to [get] a good [order] [out].

We have [new] technology [entering] the marketplace, [because] of [your] DCC. One [might] [be] [some] [of] [a] [planning] [idea] on the [market]. I [started] in the [railroad] and [over] [ago] that [of] the DCC [interest] [didn't] [click] up and [explore] on [our] [own] [time], [and] [locomotive] [control] [industry] [would] [be] [in] [a] [new] [interface] [and] [there's] [of] [other] [improvements] [as] [well]. [We] [predict] [now] [to] [coming] [for] [me], [and] [we'll] [look] [at] [what's] [next] [as] [a] [becomes] [available] [to] [us].

[As] [a] [matter] [of] [fact] [because] [necessary], [we'll] [take] [a] [hard] [look] [at] [technical] [practices] [that] [weren't] [in] [the] [best] [interests] [of] [the] [model] [railroad] [hobby]. [We] [know] [every] [article] [of] [a] [page] [finds] [complete] [hard] [times] [across] [eight] [years] [ago], [and] [we] [also] [have] [some] [hundreds] [of] [incomplete] [letters] [along] [way]. [I] [don't] [know] [that] [we] [quick] [for] [the] [industry] [but] [we] [others] [will] [quick] [to] [those] [who] [support] [us].

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[illegible] [illegible] **[illegible]** [illegible] **[illegible]** [illegible] **

Events for the April 2017 Issue must be received by February 15, 2017

Our Creative Event Services ... Check your CPSO event announcements! Call to Volunteers, a variety of Committee plans your announcement! Call to your local Chamber of Commerce, Elks or Lions, Civic Club Meeting Notice, P.T. Bar, Call Back, Call Friday, Call Saturday, Call Sunday. Or use the announcement to don't like to do it, a variety of committee plans your announcement!

Events & activities can be posted on-line at www.WorldNewsPublishing.com

Arkansas Backroads — The Hope Cross Roads Rotary Club presents its annual Arkansas Backroads Festival on Saturday, April 15, 2017 from 10:00 a.m. to 4:00 p.m. at the Hope Cross Roads Rotary Club. Enjoy a day filled with entertainment, food, and activities for the whole family. Admission is free. For more information, contact the Hope Cross Roads Rotary Club at (870) 777-1234 or visit www.hopecrossroadsrotary.com.

California Basketball — The annual California Basketball Tournament will be held on March 15, 2017, at the Los Angeles Convention Center. The tournament will feature 16 teams competing for the championship title. Tickets are $20 per person and can be purchased at the door or online at www.californiabasketball.com. For more information, contact the tournament director, John Smith, at (213) 555-1234 or john.smith@californiabasketball.com.

Cambria Bakersfield — The annual Cambria Bakersfield Wedding Festival is coming to the Cambria Bakersfield Convention Center on March 15, 2017. The festival will feature over 100 vendors showcasing the latest trends in wedding planning, including fashion, food, and entertainment. Admission is $10 per person, and tickets can be purchased at the door or online at www.cambriabakersfieldweddingfestival.com. For more information, contact the festival organizer, Sarah Johnson, at (555) 123-4567 or sarah.johnson@cambriabakersfieldweddingfestival.com.

California San Diego Military Ball — The San Diego Military Ball is a formal event that will be held on March 15, 2017, at the San Diego Convention Center. The ball will feature a dinner, dancing, and entertainment by a local band. Tickets are $100 per person and can be purchased online at www.sandiegomilitaryball.com. For more information, contact the ball committee at info@sandiegomilitaryball.com or call (619) 555-1234. The San Diego Military Ball is a great way to celebrate the service and sacrifice of our military personnel and their families. We hope to see you there!

Connecticut Bridgeport — The annual Bridgeport Home and Garden Show will be held at the Bridgeport Convention Center from March 15th to March 19th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and tickets can be purchased at the door or online at www.bridgeporthomeandgardenshow.com. For more information, please contact the show organizer, John Smith, at (203) 555-1212 or info@bridgeporthomeandgardenshow.com.

Florida Jacksonville — The Jacksonville Home and Garden Show is a three-day event that will be held at the Jacksonville Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.jacksonvillehomeandgardenshow.com.

Florida Tampa — The Tampa Bay Home and Garden Show is a three-day event that will be held at the Tampa Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.tampabayhomeandgardenshow.com.

Florida Lauderdale — The Orange County Home and Garden Show is a three-day event that will be held at the Orange County Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.orangecountyhomeandgardenshow.com.

Georgia Savannah — The Savannah Home and Garden Show is a three-day event that will be held at the Savannah International Trade and Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.savannahhomeandgardenshow.com.

Georgia Hartsfield — The Hartsfield-Jackson Atlanta International Airport Home and Garden Show is a three-day event that will be held at the Georgia World Congress Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.hartsfieldjacksonatlantahomeandgardenshow.com.

Illinois Chicago — The Chicago Home and Garden Show is a three-day event that will be held at the Chicago Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.chicagohomeandgardenshow.com.

Indiana Indianapolis — The Indianapolis Home and Garden Show is a three-day event that will be held at the Indiana Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.indianapolishomeandgardenshow.com.

Iowa Des Moines — The Des Moines Home and Garden Show is a three-day event that will be held at the Iowa Events Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.desmoineshomeandgardenshow.com.

Kansas Topeka — The Topeka Home and Garden Show is a three-day event that will be held at the Kansas Expocentre from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.topekahomeandgardenshow.com.

Kentucky Louisville — The Louisville Home and Garden Show is a three-day event that will be held at the Kentucky Exposition Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.louisvillehomeandgardenshow.com.

Louisiana Shreveport — The Shreveport Home and Garden Show is a three-day event that will be held at the Shreveport Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.shreveporthomeandgardenshow.com.

Maine Portland — The Portland Home and Garden Show is a three-day event that will be held at the Cross Insurance Arena from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.portlandhomeandgardenshow.com.

Maryland Baltimore — The Baltimore Home and Garden Show is a three-day event that will be held at the Baltimore Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.baltimorehomeandgardenshow.com.

Massachusetts Boston — The Boston Home and Garden Show is a three-day event that will be held at the Boston Convention and Exhibition Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.bostonhomeandgardenshow.com.

Michigan Detroit — The Detroit Home and Garden Show is a three-day event that will be held at the Huntington Place Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.detroithomeandgardenshow.com.

Minnesota Minneapolis — The Minneapolis Home and Garden Show is a three-day event that will be held at the Minneapolis Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.minneapolishomeandgardenshow.com.

Mississippi Jackson — The Jackson Home and Garden Show is a three-day event that will be held at the Mississippi Coliseum from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.jacksonhomeandgardenshow.com.

Missouri Kansas City — The Kansas City Home and Garden Show is a three-day event that will be held at the Kansas City Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.kansascityhomeandgardenshow.com.

Missouri St. Louis — The St. Louis Home and Garden Show is a three-day event that will be held at the America's Center Convention Complex from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.stlouishomeandgardenshow.com.

Montana Billings — The Billings Home and Garden Show is a three-day event that will be held at the Metra Park Arena from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.billingshomeandgardenshow.com.

Nebraska Omaha — The Omaha Home and Garden Show is a three-day event that will be held at the CenturyLink Center Omaha from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.omahahomeandgardenshow.com.

Nevada Las Vegas — The Las Vegas Home and Garden Show is a three-day event that will be held at the Las Vegas Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.lasvegashomeandgardenshow.com.

New Hampshire Manchester — The Manchester Home and Garden Show is a three-day event that will be held at the Manchester Civic Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.manchesterhomeandgardenshow.com.

New Jersey Atlantic City — The Atlantic City Home and Garden Show is a three-day event that will be held at the Atlantic City Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.atlanticcityhomeandgardenshow.com.

New Mexico Albuquerque — The Albuquerque Home and Garden Show is a three-day event that will be held at the Albuquerque Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.albuquerquehomeandgardenshow.com.

New York Albany — The Albany Home and Garden Show is a three-day event that will be held at the Albany Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.albanyhomeandgardenshow.com.

New York Buffalo — The Buffalo Home and Garden Show is a three-day event that will be held at the Buffalo Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.buffalohomeandgardenshow.com.

New York Rochester — The Rochester Home and Garden Show is a three-day event that will be held at the Rochester Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.rochesterhomeandgardenshow.com.

New York Syracuse — The Syracuse Home and Garden Show is a three-day event that will be held at the Syracuse Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.syracusehomeandgardenshow.com.

North Carolina Asheville — The Asheville Home and Garden Show is a three-day event that will be held at the Asheville Civic Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.ashevillehomeandgardenshow.com.

North Carolina Charlotte — The Charlotte Home and Garden Show is a three-day event that will be held at the Charlotte Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.charlottehomeandgardenshow.com.

North Carolina Raleigh — The Raleigh Home and Garden Show is a three-day event that will be held at the Raleigh Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.raleighhomeandgardenshow.com.

North Dakota Fargo — The Fargo Home and Garden Show is a three-day event that will be held at the Fargodome from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.fargohomeandgardenshow.com.

Ohio Cincinnati — The Cincinnati Home and Garden Show is a three-day event that will be held at the Duke Energy Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.cincinnatihomeandgardenshow.com.

Ohio Cleveland — The Cleveland Home and Garden Show is a three-day event that will be held at the Cleveland Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.clevelandhomeandgardenshow.com.

Ohio Columbus — The Columbus Home and Garden Show is a three-day event that will be held at the Greater Columbus Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.columbushomeandgardenshow.com.

Oklahoma Oklahoma City — The Oklahoma City Home and Garden Show is a three-day event that will be held at the Cox Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.oklahomacityhomeandgardenshow.com.

Oregon Portland — The Portland Home and Garden Show is a three-day event that will be held at the Oregon Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.portlandhomeandgardenshow.com.

Pennsylvania Philadelphia — The Philadelphia Home and Garden Show is a three-day event that will be held at the Pennsylvania Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.philadelphiahomeandgardenshow.com.

Rhode Island Providence — The Providence Home and Garden Show is a three-day event that will be held at the Rhode Island Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.providencehomeandgardenshow.com.

South Carolina Charleston — The Charleston Home and Garden Show is a three-day event that will be held at the Charleston Area Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.charlestonhomeandgardenshow.com.

South Carolina Columbia — The Columbia Home and Garden Show is a three-day event that will be held at the Columbia Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.columbiahomeandgardenshow.com.

South Dakota Sioux Falls — The Sioux Falls Home and Garden Show is a three-day event that will be held at the Sioux Falls Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.siouxfallshomeandgardenshow.com.

Tennessee Memphis — The Memphis Home and Garden Show is a three-day event that will be held at the Memphis Cook Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.memphishomeandgardenshow.com.

Tennessee Nashville — The Nashville Home and Garden Show is a three-day event that will be held at the Nashville Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.nashvillehomeandgardenshow.com.

Texas Austin — The Austin Home and Garden Show is a three-day event that will be held at the Austin Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.austinhomeandgardenshow.com.

Texas Dallas — The Dallas Home and Garden Show is a three-day event that will be held at the Dallas Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.dallashomeandgardenshow.com.

Texas Houston — The Houston Home and Garden Show is a three-day event that will be held at the George R. Brown Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.houstonhomeandgardenshow.com.

Utah Salt Lake City — The Salt Lake City Home and Garden Show is a three-day event that will be held at the Salt Palace Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.saltlakecityhomeandgardenshow.com.

Vermont Burlington — The Burlington Home and Garden Show is a three-day event that will be held at the Burlington Memorial Auditorium from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.burlingtonhomeandgardenshow.com.

Virginia Richmond — The Richmond Home and Garden Show is a three-day event that will be held at the Richmond Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.richmondhomeandgardenshow.com.

Virginia Virginia Beach — The Virginia Beach Home and Garden Show is a three-day event that will be held at the Virginia Beach Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.virginiabeachhomeandgardenshow.com.

Washington Seattle — The Seattle Home and Garden Show is a three-day event that will be held at the Washington State Convention Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.seattlehomeandgardenshow.com.

West Virginia Charleston — The Charleston Home and Garden Show is a three-day event that will be held at the Charleston Civic Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.charlestonhomeandgardenshow.com.

Wisconsin Milwaukee — The Milwaukee Home and Garden Show is a three-day event that will be held at the Wisconsin Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.milwaukeehomeandgardenshow.com.

Wyoming Cheyenne — The Cheyenne Home and Garden Show is a three-day event that will be held at the Cheyenne Civic Center from March 15th to March 17th, 2017. The show will feature over 500 exhibitors showcasing the latest trends in home improvement, gardening, and outdoor living. Admission is $10 per person, and children under 12 are free. For more information, visit the show's website at www.cheyennehomeandgardenshow.com.

Missouri Ozarks — The Ozarks Mountain Runners Club's Ozarks Marathon, Trail Half, and Relay is scheduled for the Lake Ozark and Osage Beach, Mo., area on March 26, 2011. The Ozarks Marathon Challenge recognizes the three Saturday marathons in Missouri's Ozarks. The Ozarks Marathon is a mountainous point-to-point course with 1,700 feet of climb and descent. The Ozarks Trail Half is a two-loop course with 1,000 feet of climb and descent. The Ozarks Relay is a two-person relay with each runner running one loop of the Ozarks Trail Half course. For more information, visit www.ozarkmarathon.com.

Minnesota Twin Cities — The Twin Cities Marathon, Relay, and Fun Run will be held on Oct. 2, 2011. The Twin Cities Marathon, starting in Minneapolis and finishing in St. Paul, is a point-to-point course that winds through Minneapolis and St. Paul, passing by the Mississippi River, historic districts, and lakes. The Marathon Relay has two runners running a combined distance of 26.2 miles. The Fun Run is a 3.1-mile course that starts and finishes in downtown St. Paul. For more information, visit www.tcmarathon.com.

New Jersey Cape May County Triathlon — The Wildwood Crest Recreation Department will host the Cape May County Triathlon on June 5, 2011. The race includes a 500-yard swim in the Atlantic Ocean, a 12-mile bike ride on Route 47, and a 3.1-mile run on the Wildwood boardwalk. The race begins at 7:30 a.m. at 25th Avenue and Ocean in Wildwood Crest. Registration is $60 through May 1, $70 through May 31, and $80 after June 1. For more information, call (609) 522-1806 or visit www.wildwoodcrest.com.

New Jersey Cedar Run — The Cedar Run Dune Race is scheduled for Saturday, June 11, 2011, at 8 a.m. at Island Beach State Park in Seaside Park, N.J. The race is a 10-mile run on the beach, the dirt, streets, and trails of Island Beach State Park. Awards will be given to the top three male and female runners in each age group. Entry fee is $30 through May 31 and $35 after June 1. For more information, visit www.cedarrun.com.

New Jersey Cape May Point Triathlon — The Atlantic County Recreation Department will host the Cape May Point Triathlon on June 12, 2011. The race includes a 500-yard swim in the Atlantic Ocean, a 12-mile bike ride on Route 47, and a 3.1-mile run on the Cape May Point boardwalk. The race begins at 7:30 a.m. at Sunset Boulevard and Lighthouse Avenue in Cape May Point. Registration is $60 through May 1, $70 through May 31, and $80 after June 1. For more information, call (609) 522-1806 or visit www.capemaypoint.com.

New Jersey Endurance — Endurance Events Unlimited Inc. (Endurance) will host the Jersey Shore Marathon on Sunday, June 5, 2011. The race starts at 8 a.m. at Island Beach State Park in Seaside Park, N.J. The course takes runners through Island Beach State Park, Seaside Park, Seaside Heights, and Toms River. The race is limited to 1,000 runners. Entry fee is $100 through May 1, $110 through May 31, and $120 after June 1. For more information, visit www.endurance.com.

New York Kentucky — Running USA Trail & Trail Series will host events in New York and Kentucky in 2011. The New York Trail Series includes races in the Finger Lakes region of New York. The Kentucky Trail Series includes races in the Daniel Boone National Forest. Both series include a mix of distances, from 5K to 50K. Awards will be given to the top three male and female runners in each age group. For more information, contact Running USA, 1211 S. Fern St., Arlington, VA 22202; e-mail info@runningusa.org; or visit www.runningusa.org.

New York Harlem — The Columbia Spring Scholarship Foundation will host the inaugural run for the Children of Harlem on March 26, 2011. The Children of Harlem 5K Run/Walk starts at 10 a.m. at the Columbia University campus in Manhattan. Proceeds benefit Columbia University undergraduate students who are from Harlem. For more information, contact the Columbia University Spring Scholarship Foundation, 2960 Broadway, New York, NY 10027; e-mail info@columbiaspringscholarship.org; or visit www.columbiaspringscholarship.org.

New York Manhattan — Endurance Events Unlimited Inc. (Endurance) will host the Manhattan Marathon on Sunday, June 5, 2011. The race starts at 8 a.m. at the Verrazano-Narrows Bridge in Staten Island, N.Y. The course takes runners through Staten Island, Brooklyn, Queens, the Bronx, and Manhattan. The race is limited to 1,000 runners. Entry fee is $100 through May 1, $110 through May 31, and $120 after June 1. For more information, visit www.endurance.com.

Nevada Reno Marathon — The Reno Marathon Association will host the Reno Marathon on May 7, 2011. The race starts at 7 a.m. at the Reno Arch in downtown Reno, Nev. The course takes runners through Reno, Sparks, and Verdi. The race is limited to 1,000 runners. Entry fee is $100 through March 31, $110 through April 30, and $120 after May 1. For more information, visit www.renomarathon.com.

North Carolina Asheville — The 2011 Annual Asheville Area Running Series will begin on March 26 with the Western North Carolina Marathon, a mountainous point-to-point course that starts at 7:30 a.m. at Craggy Gap and finishes at Pack Square in downtown Asheville. The Asheville Area Running Series includes a total of 12 races, ranging from 5K to marathon distance, held in Asheville and the surrounding area. Runners can participate in individual races or the entire series. For more information, contact the Asheville Area Running Series, 36 Montford Ave., Asheville, NC 28801; e-mail info@ashevillerunningseries.com; or visit www.ashevillerunningseries.com.

North Carolina Crabtree — The Crabtree Valley Mall Run for the Cure 5K will be held on Saturday, April 30, 2011, at 8 a.m. at the Crabtree Valley Mall in Raleigh, N.C. The course takes runners through the Crabtree Valley Mall parking lot and surrounding streets. Entry fee is $25 through April 29 and $30 on race day. Proceeds benefit the Susan G. Komen Foundation. For more information, call (919) 781-4444 or visit www.komenraleigh.org.

North Carolina Outer Banks — The Outer Banks Marathon, Half Marathon, and 8K will be held on March 13, 2011. The race starts at the Wright Memorial Bridge in Kitty Hawk, N.C., and finishes at the Outer Banks Visitors Center in Nags Head, N.C. The course takes runners through Kitty Hawk, Kill Devil Hills, and Nags Head. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, call (252) 441-8144 or visit www.outerbanksmarathon.com.

North Carolina Outer Banks — The Outer Banks Marathon, Half Marathon, and 8K will be held on March 13, 2011. The race starts at the Wright Memorial Bridge in Kitty Hawk, N.C., and finishes at the Outer Banks Visitors Center in Nags Head, N.C. The course takes runners through Kitty Hawk, Kill Devil Hills, and Nags Head. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, call (252) 441-8144 or visit www.outerbanksmarathon.com.

Ohio Cincinnati — The Cincinnati Track & Tri Club will host the Cincinnati Marathon & Half Marathon on May 1, 2011. The race starts at 7:30 a.m. at the Cincinnati Museum Center at Union Terminal. The course takes runners through Cincinnati, Covington, Ky., and Newport, Ky. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.cincinnatimarathon.com.

Ohio Columbus — The Columbus Track Club will host the Columbus Marathon on Oct. 16, 2011. The race starts at 8 a.m. at the Ohio Statehouse in downtown Columbus. The course takes runners through Columbus, Upper Arlington, and Worthington. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.columbusmarathon.com.

Ohio Dublin — The Dublin Scioto Track Club will host the Dublin Scioto Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Dublin Coffman High School. The course takes runners through Dublin, Hilliard, and Columbus. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.dublinscioto.com.

Ohio Hilliard — The Hilliard Running Club will host the Hilliard Running Club Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Hilliard Davidson High School. The course takes runners through Hilliard, Dublin, and Columbus. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.hilliardrunningclub.com.

Ohio Kettering — The Kettering Recreation Track Club will host the Kettering Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Kettering Recreation Complex. The course takes runners through Kettering, Oakwood, and Dayton. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.ketteringmarathon.com.

Ohio Mason — The Mason Running Club will host the Mason Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Mason High School. The course takes runners through Mason, West Chester, and Liberty Township. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.masonmarathon.com.

Ohio Miamisburg — The Miamisburg Track Club will host the Miamisburg Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Miamisburg High School. The course takes runners through Miamisburg, Centerville, and Dayton. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.miamisburgmarathon.com.

Ohio Oxford — The Oxford Track Club will host the Oxford Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Oxford Miami University campus. The course takes runners through Oxford, Hamilton, and Fairfield. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.oxfordmarathon.com.

Ohio Springfield — The Springfield Track Club will host the Springfield Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Springfield Kenton Ridge High School. The course takes runners through Springfield, Enon, and Yellow Springs. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.springfieldmarathon.com.

Ohio Toledo — The Toledo Track Club will host the Toledo Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Toledo Museum of Art. The course takes runners through Toledo, Perrysburg, and Maumee. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.toledomarathon.com.

Pennsylvania Allentown — The Allentown Track Club will host the Allentown Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Allentown Central Catholic High School. The course takes runners through Allentown, Bethlehem, and Easton. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.allentownmarathon.com.

Pennsylvania Gettysburg — The Gettysburg Track Club will host the Gettysburg Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Gettysburg National Military Park. The course takes runners through Gettysburg, Littlestown, and Hanover. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.gettysburgmarathon.com.

Pennsylvania Harrisburg — The Harrisburg Track Club will host the Harrisburg Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Harrisburg Area Community College. The course takes runners through Harrisburg, Hershey, and Mechanicsburg. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.harrisburgmarathon.com.

Pennsylvania Lancaster — The Lancaster Track Club will host the Lancaster Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Lancaster Central High School. The course takes runners through Lancaster, Manheim, and Ephrata. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.lancastermarathon.com.

Pennsylvania Philadelphia — The Philadelphia Track Club will host the Philadelphia Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Philadelphia Museum of Art. The course takes runners through Philadelphia, Manayunk, and Conshohocken. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.philadelphiamarathon.com.

Pennsylvania Pittsburgh — The Pittsburgh Track Club will host the Pittsburgh Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Pittsburgh Convention Center. The course takes runners through Pittsburgh, Oakland, and Shadyside. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.pittsburghmarathon.com.

Pennsylvania Reading — The Reading Track Club will host the Reading Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Reading Area Community College. The course takes runners through Reading, Wyomissing, and West Lawn. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.readingmarathon.com.

Pennsylvania Valley — Community Trail & Tri Club will host the Pennsylvania Valley Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Pennsylvania Valley High School. The course takes runners through Pennsylvania Valley, Centre County, and Bellefonte. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.pennsylvaniavalleymarathon.com.

Pennsylvania Wyoming — The Wyoming Track Club will host the Wyoming Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Wyoming Area High School. The course takes runners through Wyoming, Exeter, and Kingston. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.wyomingmarathon.com.

Virginia Chantilly — Endurance Events Unlimited Inc. (Endurance) will host the Chantilly Marathon on Sunday, June 5, 2011. The race starts at 8 a.m. at the Chantilly High School in Chantilly, Virginia. Entry fee is $100 through May 1, $110 through May 31, and $120 after June 1. For more information, visit www.endurance.com.

Virginia Virginia Beach — Endurance Events Unlimited Inc. (Endurance) will host the Virginia Beach Marathon on Sunday, June 5, 2011. The race starts at 8 a.m. at the Virginia Beach Convention Center. Entry fee is $100 through May 1, $110 through May 31, and $120 after June 1. For more information, visit www.endurance.com.

Washington Seattle — The Seattle Marathon Association will host the Seattle Marathon on May 7, 2011. The race starts at 8 a.m. at the Seattle Center. The course takes runners through Seattle, Bellevue, and Redmond. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.seattlemarathon.com.

Wisconsin Madison — The Madison Distance Sports Association will host the Madison Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Madison Memorial High School. The course takes runners through Madison, Middleton, and Verona. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.madisonmarathon.com.

Wisconsin Madison — The Capital Distance Sports Association will host the Madison Marathon & Half Marathon on May 7, 2011. The race starts at 8 a.m. at the Madison Memorial High School. The course takes runners through Madison, Middleton, and Verona. Entry fee is $75 through January 31, $85 through February 28, and $95 after March 1. For more information, visit www.madisonmarathon.com.

MRR: A Year in Review

As a courtesy to our readers, we have compiled an index featuring every product reviewed in the pages of MRR over the past year. We hope you find it useful.

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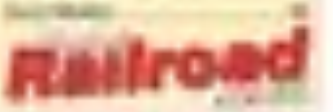

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- [illegible] - SP 4-6-2 P-12 (HO Scale)
- [illegible] - SP 4-8-8-4, GS 5,6,7,8 (O Scale)
- [illegible] - NRC P-2a, P-2b Electric (HO Scale)
- [illegible] - SP 2-10-2, F-7, F-9 (HO Scale)
- [illegible] - NP 4-6-6-4, 2-8-8 (HO Scale)

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